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18 SEPTEMBER 1958 INDEPENDENCE

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THE MOTOR CYCLE

VOLUME 101 NUMBER 2892

Largest Net Sale in the World

THURSDAY

18 September 1958

Editor
HARRY LOUIS

Assistant Editor
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Second man home in the Senior Manx Grand Prix, Eddie Crooks is chaired at the prize presentation by clubmates who include George Costain and Jackie Wood. The race description is on pages 338 to 340

Easier Buying

GREAT news came on Monday when the Board of Trade announced that all statutory controls on hire purchase were to come to an end. Motor cycles, scooters, mopeds, sidecars and three-wheelers may now be bought on terms decided entirely by the trade. Previously a minimum deposit of 33½ per cent of the purchase price and repayments over not more than two years were essential to comply with the law. Both stipulations have restricted sales materially and it is likely that traders will decide that a 25 per cent deposit with repayments spread over three years will meet the twin requirements of the maximum encouragement to business and a reasonable safeguard.

Another fillip was provided before the Board of Trade announcement when the Finance Houses Association, representing the major hire-purchase organizations, recommended a lowering of interest charges. For all two- and three-wheelers the charge will be ten per cent per annum from October 1—a reduction of one per cent. The new rate is no more than a recommendation and not all finance firms are members of the association. Slight variations from the ten per cent must therefore be expected, but for normal risks the rate should not be higher unless a further revision becomes necessary in the light of the new freedom. What is certain is that it is now easier to become a motor cyclist than at any time since pre-war years.

Centre-stand Design

BEFORE rear springing became popular, lifting a machine on to its rear stand was largely a matter of knack. When the solid frame disappeared the rear stand went with it, to be replaced by the centre stand which provided less leverage for lifting the machine. More than that, a higher lift became necessary because of the long rebound travel of the rear-suspension. A great deal of strength, as well as knack, was introduced into stand operation. Today some machines are equipped with specially designed, lever-equipped stands and others with feet of curved shape which provide a roll-on action. But the fact remains that with many machines using the stand is unnecessarily difficult.

Successful solution of the problem by some manufacturers serves to emphasize its relative simplicity. It may be argued that, with the current popularity of prop stands, the centre stand is rarely required. Yet it is precisely because centre stands, in general, demand so much muscular effort, that prop stands have to be brought into use so often—in many cases where mere propping is not adequate safeguard against a machine's falling or being knocked over. Motor cyclists nowadays are using their machines more and more for utilitarian purposes. The need for improvements in centre-stand design was never more important than it is today.



Was it, pondered the reader who sent in this photograph, that the sign-maker couldn't spell? Or was there some other explanation for the Mymms and Mimms spellings on this signpost at North Mimms Park, Hertfordshire? Many motor cyclists and other travellers stop to inspect the oddity which is simply explained—the spellings are alternatives

Occasional Comments

by "Ixion"

Shapeless Lumps

BEAUTY is notoriously in the eye of the beholder. There are millions of intelligent men, renowned for excellent taste in other spheres, who find the beauty of an ebony negress or the sallow complexion of a slant-eyed Japanese geisha infinitely more attractive than Italy's most ravishing film star or the peaches-and-cream smile of a rural English maid. I know also that the beauty of all motor cycles should be judged only when their saddles are occupied. But as week by week I turn over the pages of this journal, my eyes are occasionally affronted, not so much by the general layout of some modern motor cycles as by the stark ugliness of some of their components. Their naked frames may be incredibly stiff and the springing resilient but they lack the beauty of any fine bridge. Their more massive items such as gear boxes, crankcases, dual-seats, tanks, lamp assemblies and so on are often untidy in line. Italy is perhaps the only country where motor-cycle design betrays a striving after shapeliness; but even in their atmosphere some horrible nightmares are engendered. Heaven

knows our simple motor cycles of the first decade (1900-1910) were ghastly on the eye; but I am not sure that some of the late-comers are not even worse, for they add a suggestion of casual cluttering-up to a general ignoring of shape. Nor are the ugliest of them purely functional like a suspension bridge. You know that the gear box is a gear box but it may be camouflaged to look like a misbegotten vegetable marrow. The slogan "Beauty in Design" seems to be forgotten here and there. Please let us have either total enclosure or artistic camouflage but not a series of shapeless lumps. (I am not denying that the best are still handsome—occupied or unoccupied.)

Insurance and the Aged

THERE are some who have wholly misunderstood my paragraph of August 28 concerning the insurance of aged riders and drivers. In no sense did I wish to criticize the insurance concerns. Their practice is by no means uniform. I have known them to insure ancient ladies whom I person-

ally considered utterly unfit to drive and I am often puzzled when they accept some of their elderly male clients. They are not in the easiest position imaginable since the law compelled us all to be insured against third-party risks. That law obviously tended towards taking men and women off the road for the remainder of their lives if they could not find a company prepared to grant them third-party cover. I have no idea how many are so penalized but I know quite a number who have voluntarily given up driving because they ceased to feel wholly safe. So far I have not met a single case of a policy being refused on the ground of age, and backed by medical opinion, which struck me as harsh or unfair. I have known a few cases in which I should have regarded refusal as justifiable; perhaps the accident records of those particular individuals were not so fearsome as what their pals and neighbours saw of their driving methods.

The Last British Dictator

I AM asked by a reader to pillory a coroner who stated publicly that motorists "ought not to be spoon fed by non-skid surfaces and double carriageways." The coroner is the last living example of a dictator in Britain. In his court he is the most privileged man in the land. He can say what he likes and there is nothing that we or anybody else can do about it. But we are not compelled to agree with him.

Holiday Traffic

THE July-August weather was so foul that I never encountered (and only once read about) the kind of traffic which disfigured our main holiday rushes last year. My special police pal agrees. He asks me to transmit two scraps of advice to owners of the lighter motor cycles, whether male or female. In a traffic jam almost every car driver gets down to a gear on which he can instantly move away from rest and keeps his engine ticking over with clutch disengaged. When his stream is waved on he goes off like Stirling Moss. Too many motor cyclists get caught (a) with their engines stopped or (b) with engines running and gears in neutral. Most of these folk are

comparative novices and occasionally they get bumped. At momentary halts the drill is to be in bottom gear with the clutch disengaged and the engine ticking over; for longer delays use neutral to give the clutch a rest but be ready to flick into bottom gear and pull away really smartly. It is all a question of keeping an eye on the traffic well ahead. Don't wait until the vehicle immediately ahead of you moves before engaging gear but prepare for action when the car, say, six up the line gets away. Then you will be ready with the best.

When I Begged a Lift

CONSIDERING my age and my mileage, I have very, very seldom failed to get home under my own steam. However, there have been a few exceptions. On one occasion Victor Holroyd of Rudge fame had just assembled an experimental three-fifty with which he was violently in love. It was on the small side for my somewhat spacious physique but I found it irresistible and took it down to Kent for a weekend. Victor had asked me to dump it at a Rudge depot in town and I was on full throttle about 40 miles short of London when the engine died on me. At that date the magneto was the last item one suspected, but a dissed magneto it was. No motor cyclists came along or I might have got a tow. Cars were few and far between. I stopped a couple and asked them to send help from the next town, giving them my card to leave at the garage there. An hour drifted away and when the next car stopped (a Palladium, if you remember that short-lived vehicle) I begged a lift—he was going to London. We chatted pleasantly of this and that and as we neared the Thames he asked where he should put me down. I said: "That had better depend on where you're going, eh?" He looked a trifle sheepish, I thought, and murmured two syllables: "Buck House." (For the younger generations, Buck House is that large building facing you as you ride westward along The Mall, and from which flies a Royal Standard when Her Majesty the Queen is in residence.) Almost needless to say, I alighted short of his destination. (By the way, the garage people found the Rudge intact by the roadside that evening; nobody had done any pilfering.)

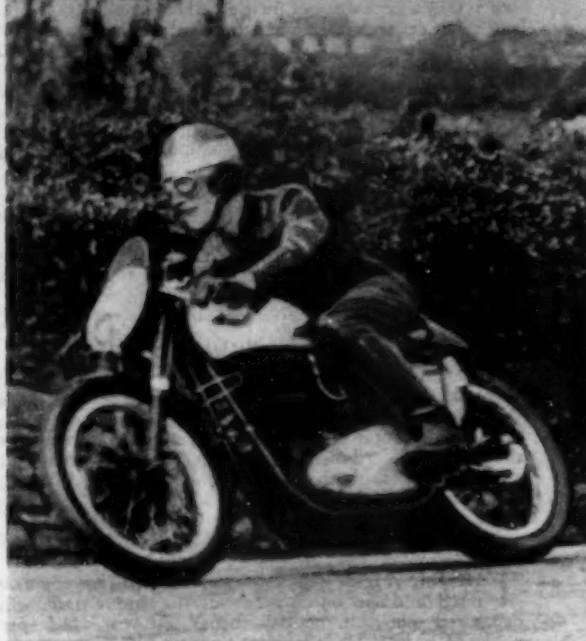
Were you to ride into a historic courtyard and find a historic barouche, and there stepped from the barouche an apparition like this, you would probably nip yourself to see if you were dreaming. Brian Martin, with one of the new C15 Star B.S.A.s, registers no such surprise. The girl is a 19-year-old part-time model, Miss Pat Pentreath



The Senior Manx Grand Prix



Above: Smile of victory—in triplicate—from Eddie Crooks, Ernie Washer and Ned Minihan. Right: The invisible rope trick, performed at Sulby Bridge by J. Newall (B.S.A.), R. Masson and B. Betts (Nortons) and R. Blanning and J. R. Thurston (B.S.A.s)



LAST-LAP VICTORY

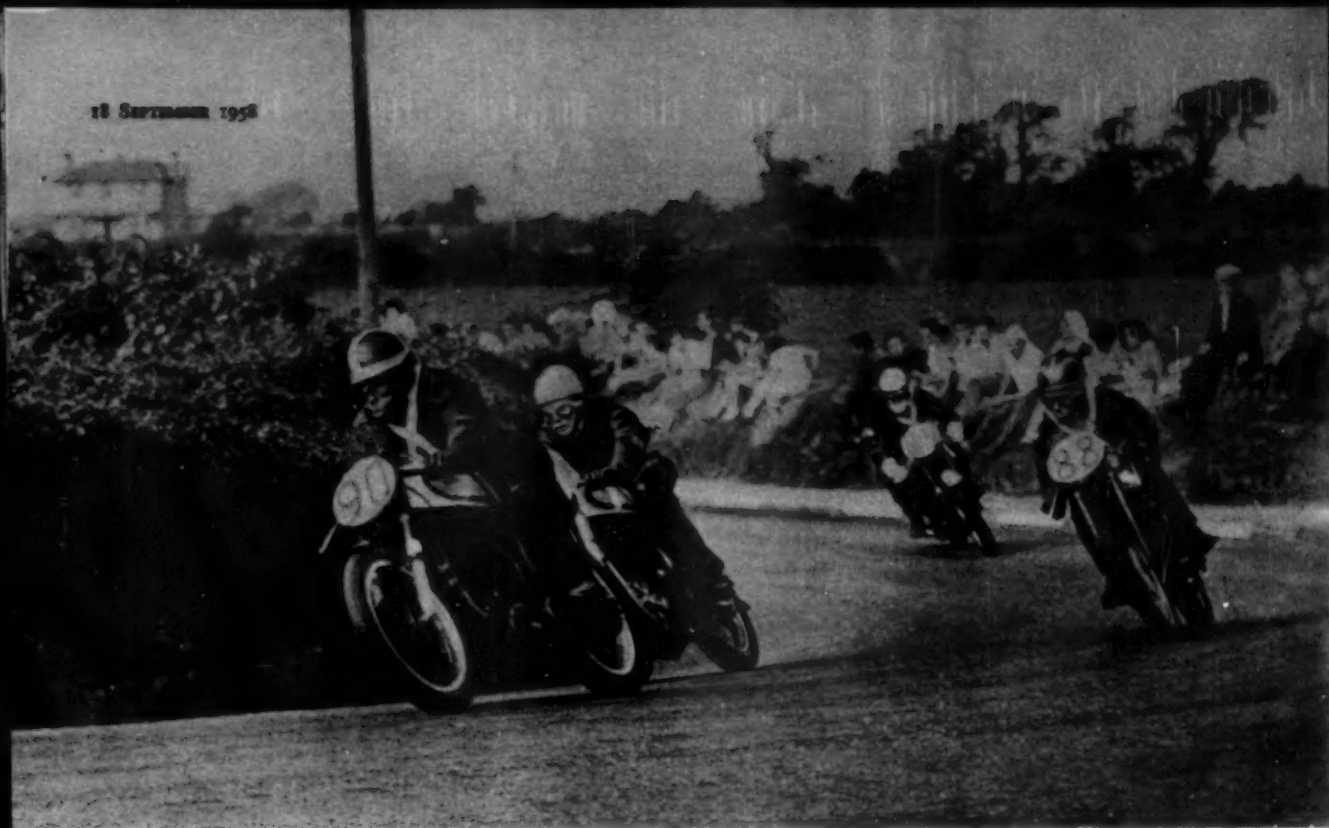
FIRST UNDER-24-MINUTE M.G.P. LAP:

And now for the Mountain—on his way to victory Ernie Washer (Norton) tackles May Hill, Ramsey



IT was almost becoming a habit, that Junior-Senior Manx Grand Prix double. In three consecutive years the man who had collected the Junior trophy had been chaired to the platform at the Thursday prizegiving to collect the Senior award; and for much of the 1958 Senior Manx Grand Prix last week there seemed every chance that Alan Shepherd, this time Norton mounted, would follow precedent, repeat his Junior success of two days earlier and so bring off yet another double. He established himself at the top of the leader board right from the first lap—and he was still there when the last lap began. But there was a tiger on his tail. Riding a Beartuned Norton, Ernie Washer, a soft-spoken lad from Crawley, Sussex, pulled a new record lap from the bag on his fifth tour; Shepherd's advantage fell from 30.2 to 14.8s in a single lap. The finish would be a mighty close thing.

Then came the news that Shepherd was out; his transmission had failed. So Washer led. His last lap, even faster, was completed in 23m 58.8s, setting the lap record at 94.40 m.p.h.; his race speed, too, was a record at 92.94 m.p.h., and both he and Eddie Crooks (Norton), the second finisher, completed the course within the previous record time. Third was Ned Minihan (Norton), fourth John Hurlstone (Norton).



ERNIE WASHER (NORTON) WINS AT RECORD SPEED AFTER JUNIOR WINNER RETIRES

A gallant ride on a crippled machine brought Bob Dowty (Norton) into fifth place; more than that, it brought Bob the "hard-luck" York Trophy, last awarded in 1951. Again the team prize was won by a Manx trio, but whereas the Junior prize had gone to the Peveril Club, this time the victors were the Southern (I.O.M.) Club's A team comprising Crooks, Dowty and Mike Kelly (Norton). There were 22 finishers within replica time of 2h 40m 46.8s. Time credited to the 23rd man, who had been flagged down by a marshal, brought him into the silverware.

The day could not have been better. A light haze draped the distant hills in butter-muslin, a gentle breeze stirred the gay bunting at the Grandstand; above, a high-flying plane scrawled with vapour-trail chalk on a bright-blue backcloth. Reporting the state of the course to the assembled competitors, an official declared that the travelling marshals had run out of superlatives. It would be, said each spectator to his neighbour, a day of records. So it was.

Waiting minutes ticked by as each rider in the long queue checked for the umpire's tenth time that his goggles were in place; a long queue, indeed, with the original entry (less non-starters) brought up to the full 100 by including 11 qualifiers from the 500 c.c. Snafell (newcomers) Race, plus eight runners from the 350 c.c. class of the same event.

Time to go. The Lieutenant-Governor swept down his three-leg flag, and as the starting maroon fired so L. A. James bumped his three-fifty Norton into life, swung into the saddle and settled down for the six laps (226.4 miles) ahead. With only an occasional minor hitch when a machine here and there turned sulky the start proceeded. At flag-fall for Alan Shepherd, the Tuesday winner, the scoreboard indicator clocks sprang into sudden life to signal James and Benny Lund (Norton) through Ballacraigne. The queue dwindled steadily; as the last of the entry, Alastair Copland (B.S.A.) went on his way so the leaders on the road had already passed Ramsey and were tackling the long drag up the Mountain.

Indicators ticked over, to show Lund as first at the Mountain Box with Bob Dowty, riding No. 16, not far astern. But not every indicator needle was busy. J. C. Smits (349 A.J.S.), second-last to depart, tried three plugs in his engine, without success; he was out already. At Ramsey, Brian Denniss (Norton-B.S.A.) was stopped by travelling marshal Ewen Haldane; the rear mud-guard was loose, and he was warned to stop and attend to it on reaching the pits.

Now the red lights on the scoreboard began to flicker as riders passed Signpost. First Lund, who went through the starting area before Dowty—second on the road—came into sight. Dick Carman (349 A.J.S.)

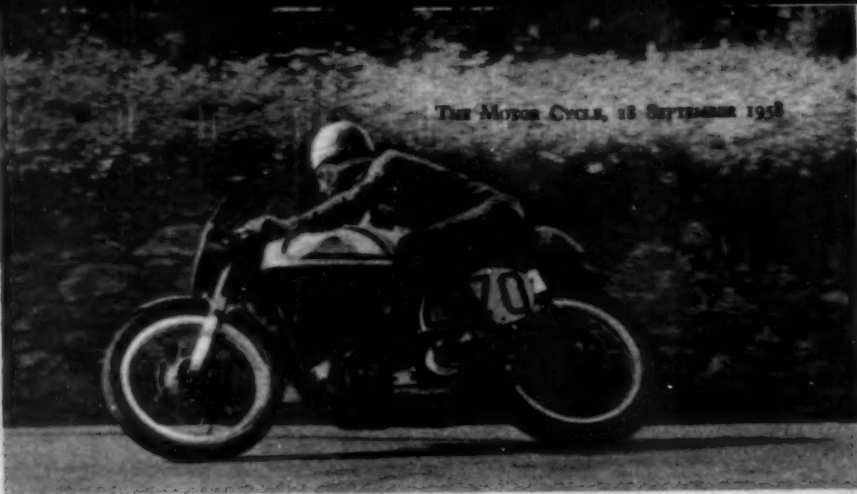
and Pat Dunphy (Norton) went by side-by-side, with Carman pointing to something he had spotted on Dunphy's mount. Dunphy slowed to a halt near the top of Bray Hill, and there he retired.

In clutch bother was John Lewis (Norton), one of the bright hopes for the race, as he made an unexpected pit stop and set to work with spanners. Another to halt at the pits was John Fletcher (B.S.A.), who re-adjusted the preloading of his rear-suspension springs.

Soon the first-lap times were announced. Shepherd led Dowty by 3.4s. In third place was Tony Godfrey (Norton), 8.8s behind Dowty and 4.8s ahead of fourth-man Washer. Fifth was Ned Minihan on the John Surtees' Norton. Crooks was sixth.

Back in midfield David Williams (B.S.A.) had made up his 10s starting differential and was dicing with Philip Richardson (Norton), winner of the Senior Snafell Race. But that scrap was short-lived; at Union Mills Richardson dropped out with unspecified engine bothers while Williams ran on alone. Local rider Ken Taubman (B.S.A.), pulling in to rectify carburettor trouble, reported that conditions on the Mountain were becoming windy, with the breeze against riders on the Mountain Mile.

Dowty again, and as he shot past the pits to start his third lap, so Shepherd, evidently gaining ground, rounded Keppel



THE MOTOR CYCLE, 18 SEPTEMBER 1958

Left: Eyes on the path ahead, R. C. Ritchie pilots his Matchless twin through Ballaugh. Right: Second finisher Eddie Crooks (Norton) rears open the throttle as he speeds away from Sulby Bridge corner

Gate bend and headed down to Craig-ny-Baa. For many riders, it was time to top up the fuel tank: Shepherd's stop cost him 21.8s, while Godfrey was away after 20s. The pit stops, of course, would no doubt be reflected in the third-lap times—and meanwhile the news was that Shepherd's second lap, in 24m 10.8s, was only 6.8s outside record time. The race was warming up, for Godfrey and Washer were dead-heating for second place and Dowty had dropped to fourth. Crooks was fifth and Michael Brookes (Norton) had come on to the board in sixth berth. Troubled by a loose footrest (which he tightened during a call at the pits) Minihan was seventh.

Out at Glen Helen, Harry Gibson spilled from his Matchless and received not-too-serious cuts and bruises. The unlucky John Lewis called it a day in Ramsey while Tom Thorp (Norton), who had been ninth, was proceeding from Waterworks to the Gooseneck—on foot.

As expected, the pit stops caused a temporary upset in leader-board order and Dowty was back in second place. But his was a battle against tough odds; his rev-meter cable had fractured, his clutch was all but inoperative and he had difficulty in finding third gear. Soon that gear was to disappear completely—but he pressed on.

An electrifying announcement: Tony Godfrey was pushing up Cronk-ny-Mons hill; the engine had cut at Craig-ny-Baa and he coasted in to retire at the pits, with a seized clutch operating rod and broken contact-breaker spring. A vacancy on the leader board! Alan Rutherford (Norton), just off the edge of the board, would not

be stepping up for he, too, removed his helmet. The magneto had given up.

Fourth-lap times showed Washer in second place, just over 30s behind the all-conquering Shepherd. Next were Crooks and Dowty, then Minihan, back in the running, and John Hurlstone (Norton). Brookes had dropped to seventh—and no sooner was this digested than the loud-speakers gave news that he was off at Laurel Bank, sustaining a damaged knee. Gately, Dowty fought his machine round the course but he was losing ground. At Keppel Gate Hurlstone was reported to be ahead of him on corrected time. The report was confirmed as the fifth-lap order was painted up.

But there was exciting news of Washer, still shown as second. He had lapped in 24m 1.8s, equivalent to 94.20 m.p.h., so chipping the existing record by 2.2s; moreover he had whittled away Shepherd's lead and only 14.2s separated the pair! Could he snatch an eleventh-hour victory? As he set out on his last lap Washer received hurry-up signals from his pit; he knew the position and would be trying all he knew.

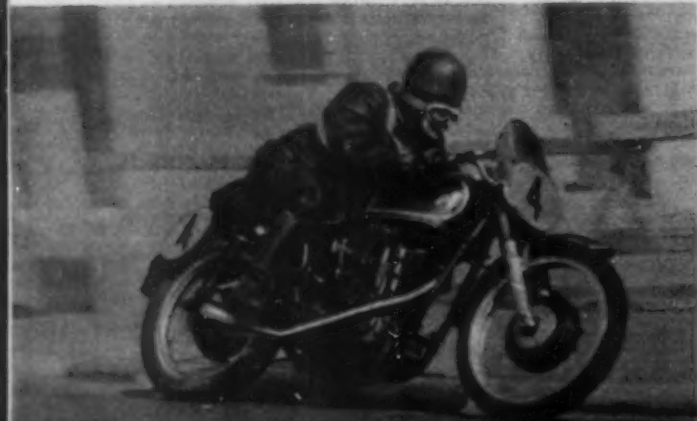
The painters were still at work when a dramatic message was flashed from Laurel Bank. Shepherd had stopped, his engine sprocket stripped and primary chain adrift! Thorp, then spectating at the Gooseneck, told Washer by sign language that the race was in the bag. Ernie nodded his appreciation and eased the throttle. But even so the lap record was raised still higher as he rode in to win with a last-lap time of 23m 58.8s—the first under-24in Manx

Grand Prix lap and a very fine effort.

Shepherd's disappearance allowed Mike Kelly to step into sixth place. But it was touch-and-go for fifth finisher Dowty, who had a momentary stop at Governor's Bridge before piloting his tired machine home. Nor might Ned Minihan, third behind Eddie Crooks, have felt so happy had he known—as observers spotted later—that his rear-wheel spindle nuts were loose. One more lap and the tale might well have been different. And would Washer have won, had Shepherd kept going? There's a topic to keep clubrooms animated all winter!

FINISHING ORDER

		h	m	s	m.p.h.
1.	R. J. Washer (Norton) ...	23	58	00.8	92.94
2.	E. B. Crooks (Norton) ...	23	57	57	91.81
3.	N. Minihan (Norton) ...	23	56	15	91.02
4.	J. R. Hurlstone (Norton) ...	23	56	42.8	90.72
5.	B. Dowty (Norton) ...	23	51	08.8	90.89
6.	M. S. Kelly (Norton) ...	23	50	27.8	90.55
7.	P. C. Middleton (Norton) ...	23	54	58.8	87.85
8.	T. R. Graham (Norton) ...	23	53	50	87.00
9.	P. Davies (Norton) ...	23	50	04.8	87.09
10.	G. R. Butler (Norton) ...	23	50	28.4	85.83
11.	D. Williams (B.S.A.) ...	23	57	34.5	86.51
12.	M. J. Gittins (Norton) ...	23	58	07.6	85.73
13.	B. H. Carman (S&H A.J.S.) ...	23	58	02.2	85.43
14.	M. H. Hancock (Norton) ...	23	58	12.4	85.28
15.	C. Scott (Norton) ...	23	58	28	85.18
16.	Clarke (Norton) ...	23	58	41.3	85.07
17.	H. J. Fletcher (B.S.A.) ...	23	58	48.4	85.01
18.	W. Fulton (S&H Norton) ...	23	58	05	84.86
19.	B. Francis (Norton) ...	23	58	14.8	84.77
20.	D. Williams (S&H B.S.A.) ...	23	58	25.8	84.67
21.	P. J. Darvill (P.J.D.-Vincent) ...	23	58	35.4	84.59
22.	D. Pratt (S&H Norton) ...	23	58	52.5	84.57
23.	J. T. Shakespeare (S&H Norton) ...	23	58	54.4	84.49
24.	D. B. Kelly (Matchless) ...	24	01	00.8	84.24
25.	L. A. James (S&H Norton) ...	24	01	02.8	84.18
26.	A. J. S. ...	24	01	05.8	84.12
27.	S. L. Lewis (Matchless) ...	24	01	10.8	84.06
28.	A. Craven (S&H Norton) ...	24	01	15.8	84.00
29.	G. Seward (S&H Norton) ...	24	01	20.8	83.94
30.	H. J. Harrison (Norton) ...	24	01	25.8	83.88
31.	E. T. Soarer (B.S.A.) ...	24	01	30.8	83.82
32.	J. P. Patrick (S&H Norton-Velocette) ...	24	01	35.8	83.76
33.	A. Viron (S&H B.N. Special) ...	24	01	40.8	83.70
34.	V. Kelly (S&H A.J.S.) ...	24	01	45.8	83.64
35.	A. J. S. ...	24	01	50.8	83.58
36.	W. Walker (B.S.A.) ...	24	01	55.8	83.52
37.	C. B. Appleby (S&H A.J.S.) ...	24	01	58.8	83.46
38.	J. J. J. ...	24	01	59.8	83.40
39.	P. A. Alexander (B.S.A.) ...	24	02	00.8	83.34
40.	M. A. McStar (Norton) ...	24	02	05.8	83.28
41.	O. Farin (S&H Norton) ...	24	02	10.8	83.22
42.	E. J. Washer (Norton) ...	23	58	00.8	92.94

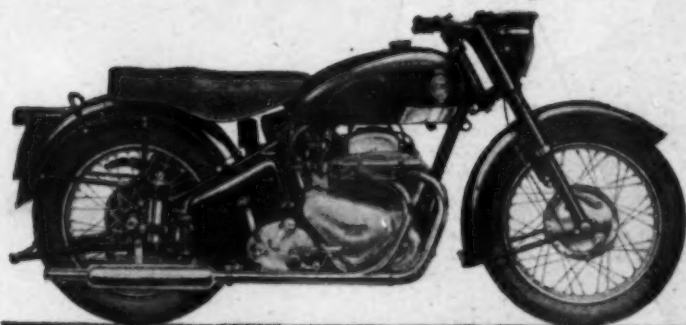


After the famous jump at Ballaugh Bridge A. Raynor heads his 349 c.c. A.J.S. through the village square

ARIEL

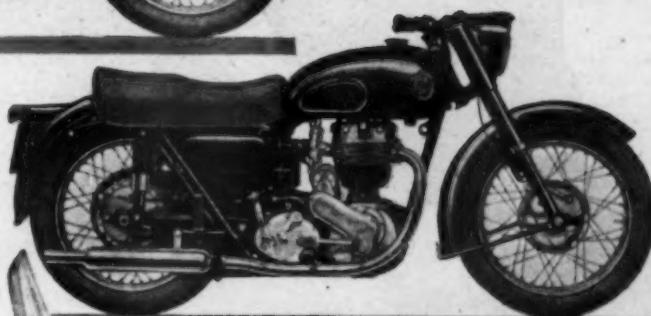


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The 600 c.c. SIDE VALVE
Model V.B.

The 500 c.c. RED HUNTER
SINGLE Model V.H.

The 200 c.c. COLT Model L.H.

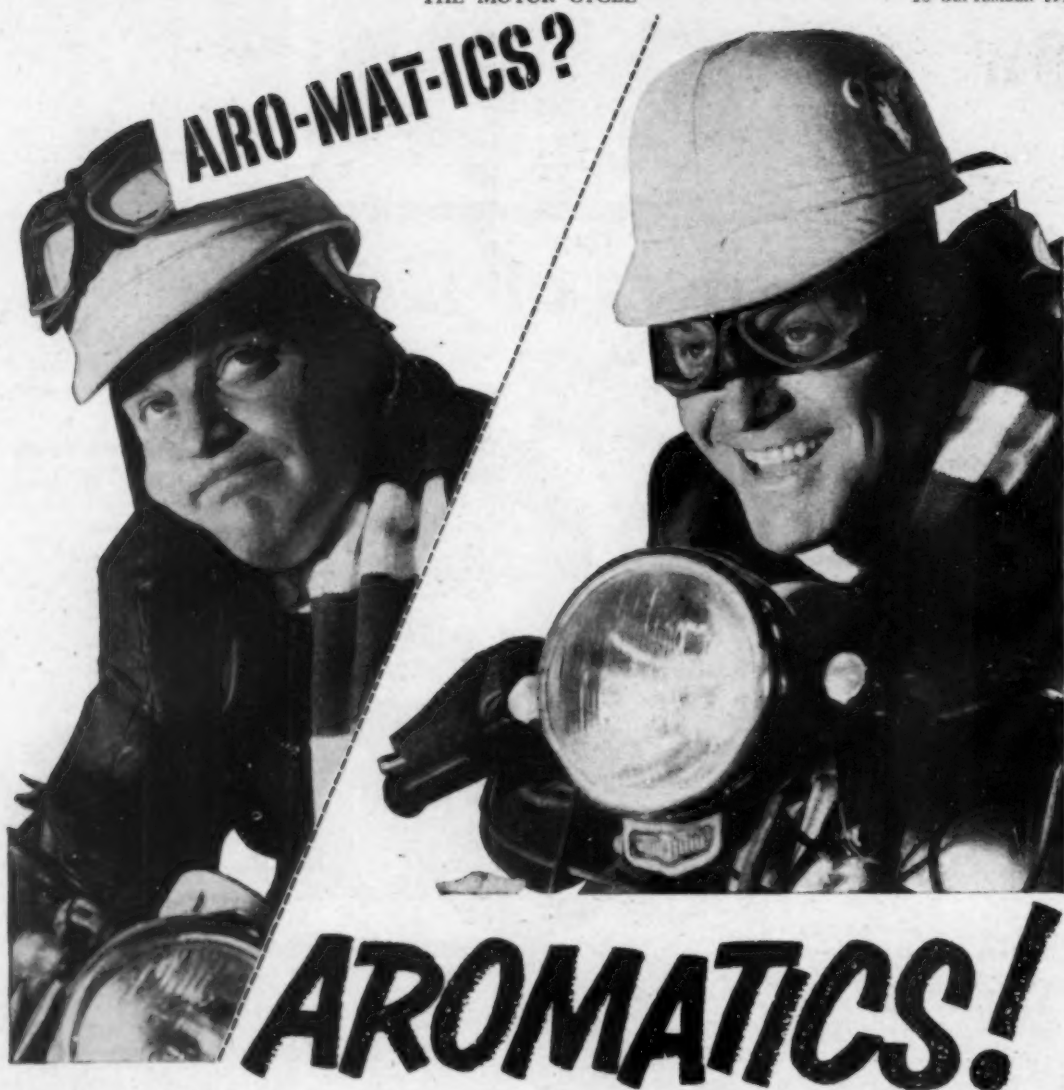
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for high-Aromatic motor cycling

GO SUPER NATIONAL BENZOLE

On the Four Winds

By
"NITOR"

MEN OF STEEL

Year by year the Moto-Cross des Nations underlines the degree of physical stress made on scrambles stars in big-time meetings. My colleagues who reported the Knutstorp affair had a long chat with the Swedish doctor in charge of the medical arrangements. The doctor is an enthusiast for pretty well all forms of motor and motor-cycle sport but he had never before seen a moto-cross run over such a length—each rider who finished completed a 20-mile heat and a 32-mile final—and at such ferocious speed. His feeling was that no form of sport he could name, in any sphere, imposed such physical (and mental) burdens on contestants. Running and hurdling, he brushed aside as being far less arduous. What I should like to see would be reports of stringent medical examinations of, say, Draper or Nilsson and Pirie or Zatopek to see just what makes men of apparently insignificant build rise head and shoulders above other, less celebrated mortals.

PAST WALKS IN

One wonders just how many vintage-era copies of *The Motor Cycle* are still stored, browsed through, cherished even, in attics the world over. Evidence frequently comes to light—a reader will quote literally from yellowed pages—and occasionally, jape-wise, a reader will tear out an advertisement page containing a box headed "Please forward catalogue." Such a page was received at Ariels only the other day. It came from the issue dated 21 February 1929 and proclaimed feats typical of that golden, adventurous era: "10,000 miles endurance test for the Maudes Trophy; 5,000 miles non-stop for the Maudes Trophy; round Australia—10,000 miles; across Canada, 5,000 miles; up Snowdon, up Ben Lomond, up Ben Nevis." Golden era, indeed!

USING THE BRAKES

From New York comes a letter sent by a riding instructor who discusses his method of teaching use of the brakes, and particularly use of the front brake. His students learn to ride in some of the densest traffic in the world, so it is of the greatest importance that they indicate to following traffic when they are about to slow down or stop. And since generally the stop light is actuated by the rear brake that is the brake they are taught to rely on. Pupils, indeed, are advised *against* using the front brake, partly for the reason given and partly because they may apply it when the machine is on a turn and so come a cropper. My correspondent sums up by saying that tyros should be taught to rely on the rear brake and the gear box during their apprenticeship and to regard the front brake as an auxiliary until they become proficient riders. Agreed? My feeling is that the method may well be sound—but that pupils should be



Flashback to Knutstorp: at Moto-Cross des Nations practice Harold Taylor, manager of British teams since 1948—and who is now to retire—chats with his assistant Ron Baines

told early in their novitiate that if they want to stop quickly they are likely to find themselves with a shortened wheel-base if they rely on the rear brake alone. For as we have so often emphasized in these pages, the front brake is by far the more effective of the two.

RACING DRIVER

In general I regard book reviews as falling rather outside the terms of reference of this column. But I am compelled to draw your attention to *Racing Driver*, written by ex-world's champion racing sidcar passenger, racing driver and journalist, Denis Jenkinson. "Jenks" knows every trick of the trade. He analyses what a racing driver does and why, discusses the handling characteristics of racing cars and how the aces exploit them under varying cornering conditions. A mine of theoretical information is spiced with happy reminiscence of "Jenks'" partnership with Eric Oliver and Stirling Moss (with whom he was co-driver when Moss won the fantastic Mille Miglia road race in 1955). *Racing Driver* will give you many hours of pleasure. Published by Batsford, and illustrated by line drawings and pictures, it costs 18s.

BAD EXAMPLE

It is good to note that safety helmets are now an accepted thing with motor cyclists in Britain—today you will rarely see a member of the younger school without one. The good sense is their own, for there remains a marked reluctance among old hands to forsake the peaked cap or beret. Is it vanity? Do some consider a helmet unnecessary and refuse to wear one as a mark of superiority? Is it because they think helmets affected? Is it, perhaps, that helmets even today can be less comfortable to wear than caps? Or is it that the veteran feels that the combination of experience and good roadmanship will keep him immune from accident? Whatever anyone's reason the pointer is there. Younger riders look to old hands to set an example but are not getting it.

A TAILPIECE

Typographical errors are the bane of every journalist's life. Here is an especially fruity example spotted by a reader in the small ads columns of his local paper: "A.J.S. 1925; 16ms 350 c.s.; swining arm; extras; £70." The query in my mind is whether the word "swining" is what the advertiser intended.

BIGGER Parallel Twins

MODELS OF 646 c.c. IN 1959

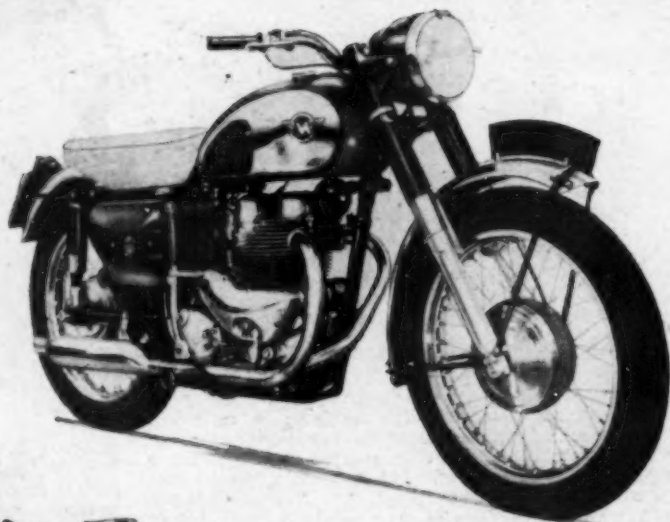
A.J.S. AND MATCHLESS

RANGES : MUCH MODIFIED

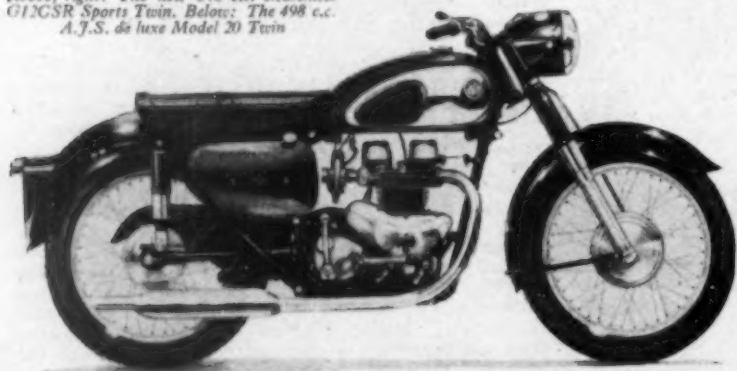
347 c.c. TRIALS

MACHINES AND NEW

TWO-FIFTY SCRAMBLERS



Above, right: The new 646 c.c. Matchless G12CSR Sports Twin. Below: The 498 c.c. A.J.S. de luxe Model 20 Twin



EVERY motor cyclist—whether his enthusiasm centres on road work, trials, scrambles or racing—will find interest in the A.J.S. and Matchless 1959 programmes, for the developments embrace all four categories. The range of twins has been extended from three to eight, and use of a longer-stroke crankshaft has put up the capacity of the larger versions from 592 to 646 c.c., with a corresponding gain in power output.

Next, the very successful 347 c.c. trials machines have been made still more functional by shortening of the wheelbase and effecting a valuable reduction in dry weight to under 300 lb. So impressive has proved the performance of the o.h.v. two-fifty roadsters (introduced earlier this year) that the advent of scrambles variants is hardly unexpected. Finally, the prototype 496 c.c. single-cylinder Matchless racer has had such a successful first season that it is to go into limited production next year.

There are now four A.J.S. and Matchless twins in each capacity class and the

specifications of corresponding five-hundred and six-fifty models differ only in respect of the power unit and gear ratios. The four models comprise standard and de luxe roadsters, scrambler and Sports Twin—in effect a road-equipped scrambler. For the 498 c.c. machines the familiar G9 (Matchless) and 20 (A.J.S.) designations are retained, with the suffixes deL, CS and CSR for the de luxe, scrambler and Sports Twin variations. G12 and 31 denote the corresponding six-fifties with the same suffixes.

Not strictly new—because a few examples have gone to the U.S.A. during the past year—the 646 c.c. power unit closely follows the pattern of its predecessors. In fact, the only marked external difference from the 592 c.c. engine is that the cylinder barrels are longer and have an extra fin.

With the existing cylinder centres the limit on bore had, at 72mm, been reached on the six-hundreds, so the desired capacity enlargement has been achieved by lengthening the stroke from 72.8 to

79.3mm and the increase in cylinder barrel length makes it practicable to use the current type of connecting rods and pistons. The Amal Monobloc carburettor has a choke diameter of 1½ in, as against the 1¼ in of the six-hundreds.

On the standard and de luxe six-fifties the compression ratio is 7.5 to 1 whereas the two sporting versions of each make have 8.5 to 1 pistons. Power output is further increased on the SC and SCR models by a modification to the shape of the inlet tract. Development engineer Jack Williams has been responsible for this change, the benefit of which was proved by Vic Willoughby's 102.9 miles in the hour at M.I.R.A. last April on a 592 c.c. Sports Twin Matchless. Another feature of these machines is a siamesed exhaust system in place of the separate pipes and silencers of the other twins.

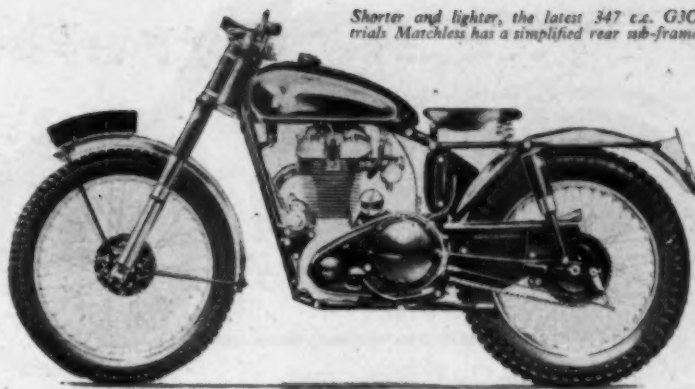
Following its successful introduction last year on the 347 and 498 c.c. roadster singles, a Lucas RM15 alternator is fitted to the 1959 standard twins, but separate magneto and dynamo continue to be employed on the remaining twins (lighting equipment is an optional extra on the scramblers). Installation of the generator is exactly as on the singles, with the rotor keyed to the drive-side mainshaft and the stator located by a spigot in a bulge in the outer half of the primary chaincase. The distributor takes the place of the magneto, behind the cylinders.

Features common to all the twins include a plain main bearing in the middle of the crankshaft—a detail which contributes in no small measure to the almost legendary robustness of these engines. Cylinders and heads are separate castings, in iron and aluminium alloy respectively, and the overhead rockers are pedestal mounted with eccentric bushes for valve-clearance adjustment. Connecting rods

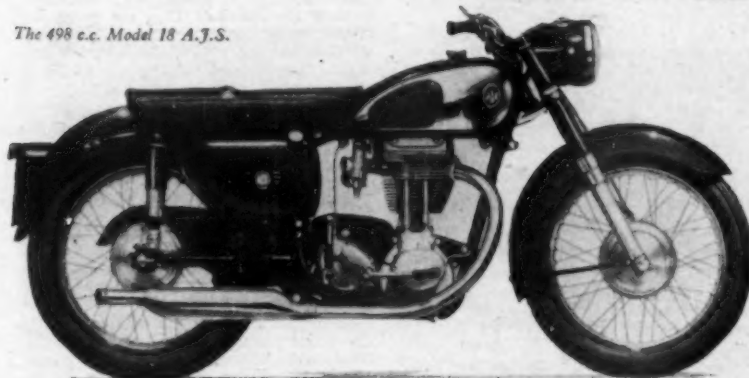
are of light alloy and pistons are wire wound above the gudgeon pin to control expansion and so minimize the cold clearances necessary.

The 347 and 498 c.c. single-cylinder engines are sturdy and orthodox units, both of which have a stroke of 93mm; bores are 69 and 82.5mm. Again, cylinder barrels are in cast iron and heads in light alloy. Unlike the twins, the rockers are carried in the rocker box, while the contact breaker is driven off the end of the inlet-cam spindle.

Although of basically similar design, the engines of the single-cylinder scramblers have a shorter stroke (85.5mm) and bores of 72 and 86mm, giving capacities of 348 and 497 c.c. A light-alloy cylinder barrel, high-compression ratio and special cams are other specification differences. Breath-



The 498 c.c. Model 18 A.J.S.



ing of the 1959 units has been improved by a modification to the inlet port (some-what similar to that on the sporting twins) and a reduction in the diameter of the inlet-valve stem to $\frac{1}{8}$ in. For these models race kits are being prepared which will effect a considerable increase in performance; full details will be announced later.

In common with the three-fifty and five-hundred roadster singles, the standard and de luxe twins have a single-down-tube frame of brazed-lug construc-

tion, with separate bolted-on engine-cradle and rear sub-frame loops. The frame fitted to the sporting twins and the three-fifty and five-hundred scrambler singles follows the same layout but has a heavier-gauge down tube; the cradle members are integral with the rear loops which are shorter and so result in greater inclination of the suspension units.

The scrambler twins have a two-gallon petrol tank as standard but on the remaining twins a handsome new $4\frac{1}{2}$ -gallon tank

replaces that of 3 $\frac{1}{2}$ gallons previously fitted. The new tank differs in construction from the others in that the welded seam is on the centre line of the machine and not along the bottom edges. On the 347 and 498 c.c. roadster singles the $3\frac{1}{2}$ -gallon tank is retained and the scrambler variants have the two-gallon tank. Oil-tank capacity is four pints on all these machines except the SC and SCR groups on which a five-pint tank is fitted.

No changes have been made to the Teledraulic front fork or the pivoted-fork rear springing with its Girling hydraulically damped suspension units. The 7in-diameter brakes and full-width light-alloy hubs, too, are unchanged.

Appearance of the roadsters of 347 c.c. and over is much improved by the adoption of new one-piece mudguards of deep section, resembling those of the two-fifty models. Competition machines and the Sports Twins continue to have polished light-alloy mudguards.

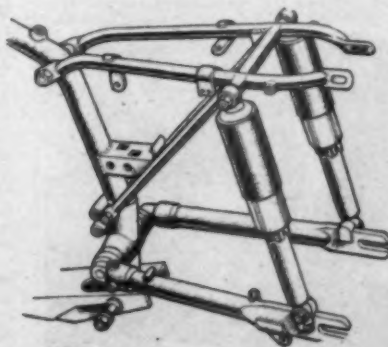
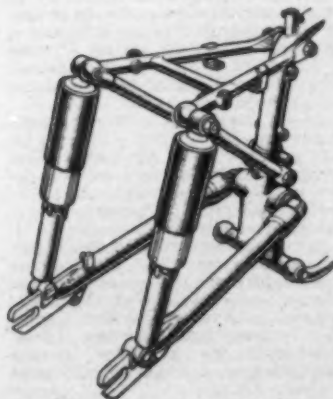
Wheels of 19in diameter are fitted to all the road-going mounts of over 250 c.c. In each case the ribbed front tyre is of 3.25in section and the 347 c.c. models have a similar-size studded rear tyre, while on the larger models 3.50in is specified. On the scramblers the Sports tyres are 3.00x21in (front) and 4.00x19in (rear).

As did their predecessors, the latest A.J.S. and Matchless 347 c.c. trials mounts have a power unit similar to the roadster three-fifties but with a lower compression ratio, "softer" cams, a light-alloy barrel and magneto ignition. In other respects the machines have been considerably modified.

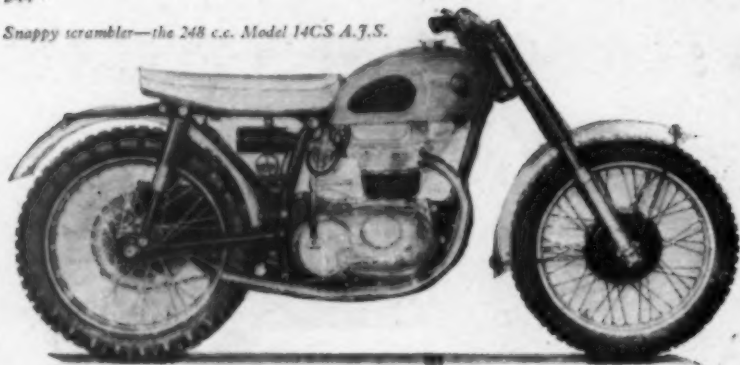
Wheelbase has been shortened by no less than 1 $\frac{1}{2}$ in to 52 $\frac{1}{2}$ in by the simple expedient of fitting a rear fork of different pattern. The previous type resembled that of the roadsters in having a massive malleable casting at the pivot with a bridge member ahead of the wheel. It is replaced by an unbridged fork which, as on the two-fifties, has one arm integral with the pivot spindle and the other clamped and cottered thereto. This modified construction has of itself contributed largely to the total weight saving (about 25 lb) and a further reduction comes from discarding the malleable-cast fork ends in favour of trapped ends to the tubes forming the arms.

The rear sub-frame, too, is entirely different and of much lighter construction,

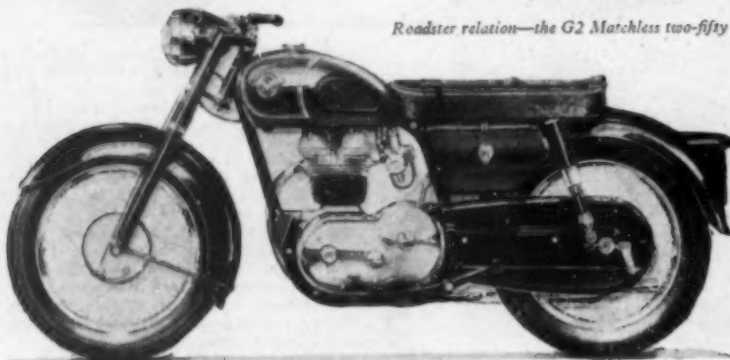
Similarity with a difference—the rear fork and sub-frame layout of the three-fifty trials machines (left) and the two-fifty scramblers (right). Girling suspension units are employed



Snappy scrambler—the 248 c.c. Model 14CS A.J.S.



Roadster relation—the G2 Matchless two-fifty



again based on the two-fifty design. The diagonal struts bracing the horizontal tubes are bolted to the seat tube above the fork-pivot lug and the rear-suspension legs are inclined forward appreciably. Since the tubes are shorter it has been possible to employ smaller-diameter material without sacrifice of strength.

Of welded construction, with gussets at the steering head, the main frame is as before but the front fork has been lightened by the use of smaller-diameter stanchion tubes, heat treated to compensate for the reduced section. Yet more weight has been pared away by employing a neat 2½-pint oil tank and fabricated steel hubs with 5½in-diameter brakes in place of the full-width hubs and 7in brakes of the previous trials models.

Mudguards are in light alloy and the Dunlop Trials Universal tyres are of 4.00 × 19in and 2.75 × 21in section on rear and front wheels respectively. The high ground clearance for which these models are noted becomes still more effective, of course, with the reduction in wheelbase.

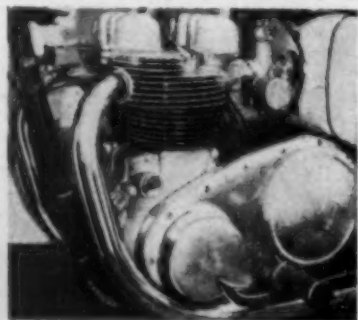
Described in detail in *The Motor Cycle* for March 13, the 248 c.c. G2 Matchless and 14 A.J.S. machines are compact overhead-valve models of very clean, modern appearance. The over-square (69.85 × 64.85mm) engine has many interesting features including a ¼in déaxé of the cylinder relative to the crankshaft, an obliquely mounted cylinder head, two-pinion timing gear with trailing cam followers and an oil container enclosed within the engine side cover. At 1½in, carburettor choke diameter is

unusually large for a two-fifty and, with the 7.8 to 1 compression ratio, helps the engine to attain its high output of around 18 b.h.p. Ignition and lighting are supplied by a Wico-Pacy alternator. Although the gear box appears to be in unit with the engine it is in fact a separate assembly, for ease of overhaul.

Frame construction is orthodox save that the cradle portion is not tubular but is formed by two steel pressings. One passes beneath the crankcase, while the other boxes it in below the gear box and extends rearward of the seat tube to carry the pillion footrests and silencer stay.

As on the other models in the range, a telescopic front fork and pivoted-fork rear springing with Girling units are

The standard twins of both capacities feature an alternator installed in the primary chaincase



featured. The rear sub-frame is almost completely concealed by the side cases which enclose the electrical equipment and house the tool kit. Deep-section mudguards fit snugly round the 3.25 × 17in tyres, and the wheels are equipped with 6in-diameter brakes; hubs are of full-width pattern. A pressed-steel chain-case is an optional extra.

Embodied in the new scrambler two-fifties are several specification changes to suit them to their arduous purpose. Raised compression ratio (10.5 to 1) and modified flywheels are the main engine alterations. In view of the higher power output a superior grade of steel is utilized for some of the gear-box internal components.

Only modification to the main frame is the use of heavier-gauge tubing for the front down tube. The same rear sub-frame tubes are employed as on the roadsters but, to permit 19in wheels to replace the standard 17in, the horizontal tubes are canted upward and the diagonals are welded to them further forward. Lengthened Girling legs are fitted to suit the altered triangulation. A stronger front fork which closely resembles that on the trials models is fitted. Mudguards are of polished light alloy. Tyre sizes are 3.00in front and 3.50in rear.

On all models the frame and forks are finished in black, and wheel trims, handlebar and exhaust system are chromium plated. The Matchless G2 and A.J.S. 14 have respectively a red and a blue finish for the fuel tank; the colour is repeated on a flash on each side cover of the engine.

Although a black tank is standard on the larger roadster singles and the standard twins, chromium-plated side panels—included in the specification of the deluxe twins—are available at extra charge. There are also two alternative, optional-extra schemes. On the Matchless models, mudguards, oil tank and tool box are in arctic white (instead of black) with the choice of an arctic white tank with chrome panels or a two-colour white-over-red tank. Blue forms the alternative A.J.S. colour, with light grey for the lower portion of the two-tone tank. A chromium-plated strip separates the two tank colours in each instance.

Black is specified for the tanks of the trials and scrambles machines, with the option of red (Matchless) or blue (A.J.S.). Finally, the road-equipped Sports Twins normally have the appropriate red or blue tank with chromium-plated side panels. The colour is repeated on the oil tank and tool box. The alternative gay finishes mentioned earlier are available on these models also.

Following normal A.M.C. policy, full details of the 349 c.c. (75.5 × 78 mm) 7R A.J.S. and the 496 c.c. (90 × 78 mm) G50 Matchless racing machines will not be announced until next spring. The G50 will be welcomed by private owners because, apart from its potentialities, it has so much in common with the 7R that a rider owning one of each will need the minimum duplication of spares and tools.

Makers of A.J.S. and Matchless machines are Associated Motor Cycles, Ltd., Plumstead Road, London, S.E.18. Prices had not been settled at the time of going to press but will be announced in the near future.

Limelight On Garmisch

Guide to the World-renowned International Six

Days' Trial : 257 Entries from 17 Member-

nations of the F.I.M. : Seven Trophy Teams



Smartening up—Trophy team members Bob Manns and John Giles try on their Lycett helmets after donning their Barbour suits

DURING today and tomorrow competitors, officials, trade representatives and journalists from as far afield as Spain in the west and Russia in the east are converging on Garmisch-Partenkirchen in Bavaria for the 33rd International Six Days' Trial. The township, near the Austrian border, is the headquarters and machines are to be checked in on Saturday and Sunday. The trial starts on Monday morning and will finish on the Saturday.

Among the 257 entrants are riders from 17 member-nations of the *Fédération Internationale Motocycliste*; from Austria, Belgium, Czechoslovakia, Denmark, East Germany, West Germany, Great Britain, Hungary, Ireland, Italy, the Netherlands, Poland, Rumania, Spain, Sweden, Switzerland and the Soviet Union.

In the six days they will cover about 1,250 miles over routes made up largely of mountain tracks and cross-country going. They will be required to maintain stipulated speeds (from 23.3 m.p.h. for the smallest-capacity machines to 30 m.p.h. for the largest) and will lose marks for lateness at the numerous time checks. Penalties will be imposed for failure to get under way within two minutes of the starting signal each morning, for not achieving the required average speed in the one-hour test on a closed circuit on the final day and for machine condition at the end of the trial. There are no observed sections as in an orthodox sporting trial.

Although there are individual awards, the purpose of the I.S.D.T. is to decide winning national teams of the International Trophy and International Silver Vase. Six nationals on machines made in the country they represent comprise a Trophy team; the machines must be of at least three different capacities and not more than two machines may be in the same capacity class. Only one Trophy team from each nation may be entered. For the Silver Vase contest teams comprise four nationals riding machines of home or foreign manufacture; at least two capacity classes must be represented. Up to two Vase teams per nation may be entered. Club teams and manufacturers' teams (three riders in each case) may be nominated.

For this year's trial seven Trophy teams, 20 Vase teams (representing 12 nations), 17 club

teams and 25 manufacturers' teams have been entered.

Individual awards are: a gold medal for no penalty marks, a silver medal for one to 25 marks lost and a bronze medal for finishing with more than 25 penalty marks.

Since the first I.S.D.T. in 1913 Great Britain has won the Trophy 16 times and the Silver Vase 11 times. Last year, when the trial took place in Czechoslovakia, the Trophy was won by West Germany and the Vase by Czechoslovakia. The successful nation in the Trophy contest has the opportunity of staging the next trial; hence this year's

location is Germany and the organizers are the South Bavarian section of the German Automobile Club for the *Oberste Motoradsporkommission*. Headquarters office is in the Ski-Stadion, Partenkirchen.



BRITAIN'S SIX

John Brittain (346 Royal Enfield)

Dave Curtis (497 Matchless)

John Giles (649 Triumph)

Ken Heanes (649 Triumph)

Bob Manns (346 Matchless)

Brian Martin (499 B.S.A.)

THE

TEAMS

Other Trophy Teams

Czechoslovakia.—S. Klimt (246 Jawa); A. Matelka (246 Jawa); Z. Polanka (175 CZ); J. Pudil (175 CZ); H. Roucka (125 CZ); V. Sedina (344 Jawa).

East Germany.—H. Amthor (350 Simon); L. Bock (248 Simon); H. Flecher (250 MZ); H. Herrmann (175 MZ); W. Stiegler (175 MZ); F. Williamowski (295 MZ).

West Germany.—W. Aukthun (247 Malco); R. Hessler (247 Zündapp); E. E. Kämper (175 Malco); G. Leister (262 Zündapp); L. Specht (174 Zündapp); V. von Zitzewitz (277 Malco).

Italy.—D. Basso (250 Gilera); P. Carissimi (175 Gilera); P. Dall'ara (250 Gilera); L. Dall'ara (125 Gilera); D. Penocchio (175 Gilera); P. Saini (125 Gilera).

Sweden.—O. Berglund (125 Husqvarna); E. O. Hagmann (175 Husqvarna); S. Olsson (200 Husqvarna); E. Skogsmo (175 Monark); H. Stigman (125 Husqvarna); A. Törnblom (200 Husqvarna).

U.S.S.R.—V. Adayan (174 K); Boiko (174 K); E. Kirils (248 IZH); V. Kripkhov (248 IZH); Kruse (346 IZH); V. Pilajev (346 IZH).

Vase Teams

Great Britain A.—Tim Gillies (497 Ariel); Ron Langston (497 Ariel); Roy Peplow (498 Triumph); Sid Wickes (348 Matchless).

Great Britain B.—Jim Sheehan (499 Valcoette); Jack Simpson (248 Greeves); Peter Stirland (346 Royal Enfield); Brian Stonebridge (248 Greeves).

Teams for the Vase competition have been entered also by Austria (two); Czechoslovakia (two); East Germany (one); West Germany (two); Italy (two); the Netherlands (one); Poland (two); Spain (two); Sweden (one); Switzerland (one); U.S.S.R. (two).

British Club Teams

Army Motor Cycling Association.—P. H. Brittain (248 Greeves); D. H. Brooker (248 Greeves); A. Nicholson (248 Dot). **Birmingham.**—J. W. M.C.—J. W. Glassbrook (248 Greeves); M. Martin (499 B.S.A.); D. F. Povey (499 B.S.A.).

Fifteen other club teams are entered.

British Manufacturers' Teams

Ariel.—G. S. Blakey; R. J. Langston; S. H. Miller. **B.S.A.**—S. D. Chilton; A. J. Lampkin; B. W. Martin. **Francis-Barnett.**—B. A. Sharp; T. J. Sharp; E. W. Smith. **Greeves.**—P. G. Baldwin; J. H. Simpson; B. O. Stonebridge. **James.**—J. Harris; J. D. Houghton; O. Wheldon. **Matchless.**—D. O. Curtis; B. H. Manns; R. R. Wicken. **Royal Enfield.**—J. V. Brittain; F. Fletcher; P. T. Stirland. **Triumph.**—R. Oles; S. Heanes; R. S. Peplow. In addition, 17 teams represent foreign manufacturers.

Other riders from Great Britain are F. H. Carey (346 Royal Enfield); T. W. Cheshire (346 Royal Enfield); Miss Olga Keyes (175 CZ); D. J. Theobald (248 Dot). The British total of 35 riders includes S. H. Miller of Belfast who is licensed by the Motor Cycle Union of Ireland.



Above: John Righton heaves his Norton off the line to start a doughty ride while F. Wastell (B.S.A.) awaits his turn. Righton lay fifth on the last lap until he spilled at Waterworks Corner. Below: A characteristic cornering shot of the stylish winner, Alan Shepherd on his Bancroft-A.J.S.

From Flag to Flag

Junior Manx G.P. Dominated

Throughout by Alan Shepherd

(Bancroft-A.J.S.): Manxman

Eddie Crooks the Runner-up

and Ernie Washer Third

with Off-song Engine

WHILE the Isle of Man basked in the glow of an Indian summer on Tuesday of last week, Alan Shepherd took a stride along the path to fame. Riding a Bancroft-A.J.S. (the 1958 7R with modified frame described in last week's issue), the slim Yorkshire lad dominated the Junior Manx Grand Prix from beginning to end of the six laps of the 37½-mile T.T. course and scored the first A.J.S. victory in the race for four years.

Shepherd's race time of 2h 32m 30.4s (giving an average speed of 89.08 m.p.h.) was 6s down on the record set by Alan Holmes on a Norton last year and the



fastest lap of 24m 59.4s (90.58 m.p.h.), Shepherd's second, fell 7.6s short of Alastair King's 1956 record. Those facts emphasize Shepherd's complete command of the race and his beautifully judged riding. There is little doubt he could have gone faster had the need arisen; as it was, he eased the pace steadily, if fractionally, from the second lap onward.

Runner-up was Eddie Crooks, the Island's star all-rounder, who rode as never before on one of Reg Dearden's Nortons—the model on which Holmes won the race last year. Another Norton rider, Ernie Washer, was third; his engine was tuned by Francis Beart. For the first two laps Washer lay second. But the engine lost its fine edge, especially uphill, after bottom gear slipped out of engagement on the steep pull away from the Gooseneck and the valves tapped the piston. A small loss, no doubt, but who can say if it cost Washer the decisive 19.6s that separated him from Crooks?

Nineteen of the fastest finishers in the previous day's Snaefell 350 c.c. Race were brought forward to swell the starting list, but there was keen disappointment when it was learnt that Peter Middleton (Norton), one of the faster men, had decided not to ride. Still sore from a practice mishap, he chose to conserve his energies for Thursday's Senior M.G.P.

The field stuttered away under perfect racing conditions with Shepherd a slight favourite by virtue of his consistent improvement and polished riding in practice. But his engine was a shade hesitant in coming clean at the start and for an agonizing second or two his supporters caught their breath. No man who hopes to win can afford to stop for a plug change at today's speeds.

When the riders were all on their way it was easy to see who was making news. A number of pointers on the scoreboard progress clocks clicked round the dials appreciably ahead of schedule. In addition to Shepherd, Washer and Crooks, John Lewis, Ned Minihan, Tom Thorp and Michael Brookes, all on Nortons, were undoubtedly going to be in the picture. But one tale the scoreboard did not tell. Young Ray Graham, chosen by Geoff Monty to ride his three-fifty Norton when Ellis Boyce hurt a thumb in practice, started No. 3 and soon led on the roads. Just how well he was going no one knew until the first-lap leaders were announced. He had lapped in 26m 8s (86.63 m.p.h.) and lay sixth—a great show.

In spite of his sluggish getaway, Shepherd led Washer by just over 10s with Crooks less than a quarter-minute behind. Lewis was only four-fifths of a second down on Crooks and was almost equally hard pressed by Minihan. In fact, a shade less than half a minute bracketed the first five and Graham was only 6s behind Minihan. Brookes lay seventh. The pattern was discernible but the struggle mighty close at that stage. And the pace seemed a trifle too hot for Bob Ritchie. Carrying Tom Arter's hopes on an A.J.S., Ritchie lay tenth. Even more surprising was Manxman Bob Dowty's lowly 11th position on another Dearden Norton. The engine would buzz with the best on the downgrades but was prone to

jib when pulling with the taps wide open.

On Lap 2 poor Graham felt his engine go sour: it slowed and freed alternately and he potted in to retire. Tough luck, but his misfortune lifted Thorp on to the leader board. Shepherd increased his lead on Washer to 16.8s and Lewis inched ahead of Crooks by a mere 1.4s. By then a minute covered the leading quartet. Minihan remained fifth but Dowty dropped out of the first dozen.

Shepherd, Washer and Lewis all re-fuelled at the end of the lap and though their stops were brief—around 20s apiece—the delays showed in some reshuffling of the leader-board positions at half distance. Shepherd's lead remained secure but Washer and Lewis dropped behind Crooks and Minihan. Thorp clung gamely to sixth berth and John Righton (Norton), by dint of purposeful riding, snatched seventh, one place ahead of a quickening Dowty.

Crooks and Minihan pulled in for petrol at half distance. With a magnificently brief stop of 13s, the Manx lad kept his second place and, indeed, was 9.6s up on Washer at the finish of the fourth lap. But Minihan's stop, plus further delay owing to reluctance of the front brake to throw off when released, inflated his fourth-lap time by nearly a minute and set him back to fifth place. He called at his pit again at the end of the lap and, though Jack Surtees (father of the double world's champion) worked frantically with the spanners, a quick repair was impossible and Minihan called it a day.

So Thorp moved up to fifth but did not stay there long. He, too, was put out by a grabbing brake when his front wheel locked on the approach to the Gooseneck. That let Righton and Dowty into the first half-dozen but Fate had one more arrow left. As the riders circled the sunlit

Island for the last time she selected Righton. Full of hope, the 25-year-old Gloucestershire farmer romped up the slope from Ramsey to Waterworks Corner. There the oil-tank drain plug dropped out and a gallon of hot oil swamped the back wheel and tyre. In a flash, Righton was unseated and, as a result, Ritchie slipped a second A.J.S. into the first six finishers.

FINISHING ORDER				h	m	s	m.p.h.
1.	A. Shepherd (Bancroft-A.J.S.)	2	52	30.4	89.08		
2.	E. M. Crooks (Norton)	2	33	18.2	89.61		
3.	E. J. Washer (Norton)	2	38	37.6	88.42		
4.	J. H. L. Lewis (Norton)	2	35	43	88.57		
5.	R. Dowty (Norton)	2	37	52.2	88.33		
6.	R. C. Ritchie (A.J.S.)	2	37	53.8	88.21		
7.	G. C. A. Murphy (Norton)	2	38	29	88.71		
8.	J. M. Adam (Norton)	2	38	58	88.45		
9.	N. J. Price (Norton)	2	39	18	88.27		
10.	R. B. Mayhew (A.J.S.)	2	39	55	88.04		
11.	G. Bell (Norton)	2	40	12	88.78		
12.	W. Fulton (Norton)	2	40	30.4	88.58		
13.	M. B. Kelly (Norton)	2	40	51.2	88.45		
14.	R. M. Carman (A.J.S.)	2	40	56.2	88.28		
15.	A. Newstead (A.J.S.)	2	41	16.6	88.21		
16.	M. R. Hancock (Norton)	2	41	32.8	88.09		
17.	P. W. Read (Norton)	2	41	54	88.90		
18.	T. Shakespeare (Norton)	2	41	59	88.86		
19.	J. H. Bull (Norton)	2	42	05.8	88.80		
20.	D. Williams (B.S.A.)	2	43	05	88.30		
21.	J. T. Nutter (A.J.S.)	2	43	33.6	88.05		
22.	P. Wallace (Norton)	2	44	15	88.72		
23.	O. H. Turner (A.J.S.)	2	44	51.4	88.40		
24.	R. J. Sweetman (A.J.S.)	2	45	16.2	88.20		
25.	L. A. James (Norton)	2	45	44.2	88.96		
26.	J. L. Payne (Norton)	2	46	22	88.65		
27.	C. Huxley (B.S.A.)	2	46	40.6	88.50		
28.	K. E. Pitt (Norton)	2	46	58.2	88.41		
29.	D. Woodman (B.S.A.)	2	48	55.2	88.38		
30.	H. J. Brinsford (Norton)	2	47	38.2	88.18		
31.	J. P. Patrick (Norton-Veloce)	2	50	82	88.2		
32.	J. Bullock (Veloce)	2	50	59	88.0		
33.	O. Parkin (Norton)	2	50	55	88.0		
34.	H. L. Urquhart (A.J.S.)	2	50	25	88.0		
35.	J. F. Jackson (A.J.S.)	2	50	58	88.0		
36.	D. W. Smith (A.J.S.)	2	50	58	88.0		
37.	C. A. Parsonage (Norton)	2	50	58	88.0		
38.	R. Mason (Norton)	2	50	58	88.0		
39.	A. Viro (B.S.A.)	2	50	58	88.0		
40.	R. Blanning (B.S.A.)	2	50	58	88.0		
41.	K. Barfoot (Norton)	2	50	58	88.0		
42.	R. Minto (Norton)	2	50	58	88.0		
43.	D. J. Duncan (B.S.A.)	2	50	58	88.0		
44.	R. J. G. May (Norton)	2	50	58	88.0		
45.	M. J. Gittins (B.S.A.)	2	50	58	88.0		
46.	A. W. Walesak (B.S.A.)	2	50	58	88.0		
47.	R. L. Dawson (B.S.A.)	2	50	58	88.0		
48.	C. E. Briggs (B.S.A.)	2	50	58	88.0		
49.	R. A. Lindsay (B.S.A.)	2	50	58	88.0		
50.	H. Cooper (Norton)	2	50	58	88.0		
51.	J. C. Holloway (A.J.S.)	2	50	58	88.0		
52.	M. Redford (Norton)	2	50	58	88.0		
53.	A. Haynor (A.J.S.)	2	50	58	88.0		
54.	P. J. Darvill (P.J.D. Vincent)	2	50	58	88.0		
55.	R. Thurston (B.S.A.)	2	50	58	88.0		
56.	P. Wastell (B.S.A.)	2	50	58	88.0		
57.	F. Wastell (B.S.A.)	2	50	58	88.0		

Fastest Lap—Shepherd, 24m 59.4s (90.58 m.p.h.)
Newcomer's Award—J. M. Adam (Norton).
Team Award—Peveril: Crooks, Dowty and Kelly.

In glorious racing conditions, J. T. Nutter follows P. Carr into the tricky bottom-gear turn at Quarter Bridge. Both men are riding 7R A.J.S. models



ROAD
IMPRESSIONS
OF
NEW MODELS

A Tool Of Transport

By Michael Brown



THE SCOOTACAR THREE-WHEELER
ON THE ROAD IN AND AROUND
ITS CITY OF ORIGIN

WHEN a firm of reputation sets out to make a unique vehicle to meet a specific need, it is fair to approach the product with an open mind and proper appreciation of its purpose. Scootacars, Ltd., is a subsidiary of Hunslet Holdings, Ltd., whose largest unit is the Hunslet Engine concern which has been making locomotives for over 100 years at Jack Lane, Leeds. It is there that the Scootacar is made; and if anyone thinks that locomotive manufacture nowadays is a matter of tons of metal and rule of thumb, he should see the little diesel Tiny Tim, a fireproof locomotive about the size of a packing case which hauls coal trains down in the mines.

The Scootacar designers were impressed mainly by two things: the success of the gawky 2CV Citroën car in France and the need in Britain to protect the everyday rider from the weather. They envisaged their design as a vehicle that would take its owner (with or without occasional passengers) to and from his work or pleasure economically and keep him warm and dry. It must be able to stand out in all weathers without harm and be cheap, simple and reliable. It must be, in fact, a tool of transport, and they are relying on the innate common sense of vehicle users in Britain to accept the unconventional appearance. I think they are, in fact, too diffident about the Scootacar's appearance, which is quite acceptable.

The resultant vehicle is a steel-chassis three-wheeler with glass-reinforced plastic body and light-alloy externals. There is a single rear wheel, chain driven by a Villiers Mark 9E/45F two-stroke. The controls are of car type except for the handlebar steering and a hand lever for the four-speed positive-stop gear box. Weatherproofing is complete. With an overall length of 7ft and width of 4ft 4in the vehicle can be found a space in many a garden where a garage for a car of normal size would bulk too large. On the road the Scootacar proves an interesting experience and lives up to the claims made for it.

Entry is easy via the single door on the left side. The seating is T-shape, with the driver sitting on the forward end of the engine casing and located by a three-position, removable back rest. The hip and knee joints are about at right angles and the upholstery seemed quite comfortable throughout some hours of on-and-off driving. Behind the driver the rest of the engine casing hinged top is available for seating and there is a transverse rear seat which can be erected to form a backrest with

luggage space behind (there is also a big parcel tray in front). In practice, a single rear passenger often sits side-saddle. Two small children can easily be accommodated at the rear, and it has been known for a Scootacar to take two adults as well as two small children, but that is asking a lot of even the robust Mark 9E.

Head room is ample and I was glad to feel no claustrophobia, a malady that has been known to attack me even in tube trains. The excellent visibility all round is nearly up to motor-cycle standards and I found that it was as easy to glance over a shoulder as to use the rather awkward rear-view mirror sited outboard of the screen pillar.

The control-free handlebar is well placed as are the foot controls for the throttle, clutch and front brakes. They worked smoothly and with just about the right strength of return spring, while the direct steering was light and firm. Though long, the gear lever does not whip and there is a neutral indicator light on the dash. An equally robust lever for the rear brake comes naturally to hand on the right side of the engine casing. There is a three-position (off, main, reserve) fuel tap under the rear seat at the right and under the driver's seat is a choke control convenient to his left hand. The facia controls are neatly arranged, with a flashing-indicator switch prominent. A light within its red plastic knob calls attention to its operation. Beneath it is the speedometer and to the left a switch for the head and side lights. On the extreme left is an ignition tell-tale with a green reverse tell-tale below.

Engine starting is by Siba Dynastart (with reverse as an extra) and the Villiers came to life readily. Clutch take-up was smooth, the throttle arc good and the gear change easy and positive. I could detect no vibration. In about five miles all three-wheeler strangeness had disappeared and I could really appraise the Scootacar. It settles readily into one of several cruising speeds. At 30 m.p.h. it feels as if it would go on for ever and it remains happy at about 50 m.p.h. on good main-road surfaces. The noise level is fairly high but mechanical in origin; personally I can take any amount of mechanical noise but am driven frantic by body drum. The plastic shell of the Scootacar is free of drum.

Acceleration and climbing ability are there with only 4½cwt to shift and change-up speeds seemed to be around 8, 16 and

Hutchinson "100" Silverstone

B.M.C.R.C. Sidecar Championship

1st P. V. HARRIS
Norton Watsonian

2nd J. BEETON
Norton Watsonian

3rd F. HANKS
Norton

B.M.C.R.C. 250c.c. Championship

2nd J. MURGATROYD
Velocette

B.M.C.R.C. 125c.c. Championship

2nd D. H. EDLIN
MV Agusta

Grand Prix Des Nations—Monza

250c.c. Race

1st E. MENDOINI
Morini

2nd G. ZUBANI
Morini


(Subject to official confirmation)



**NOTHING SUCCEEDS
LIKE SUCCESS!**

The comfort, safety and complete dependability Dunlop tyres give to the everyday rider stem from experience gained in racing, trials and scrambles. That's why you can, with confidence, fit Dunlop—for your kind of riding!

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Unbeatable!

GOLDEN

ESSO EXTRA

Finest Petrol in the World

HUTCHINSON "100"

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350 c.c. AUTUMN CHAMPIONSHIP RACE

1st K. E. PITT NORTON

also using ESSO Motor Oil

SIDECAR CHAMPIONSHIP RACE

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1st B. L. DENEHY NORTON

(Subject to official confirmation)

**All using GOLDEN ESSO EXTRA exactly the same superb petrol
you can buy from your local Esso Dealer**

SPECIFICATION

ENGINE: Villiers 197 c.c. (59 x 72mm) single-cylinder two-stroke with ducted fan cooling. Compression ratio 7.25 to 1. Petroil lubrication. Siba Dynastart equipment. Villiers S25 carburettor with foot throttle control and cable-operated choke.

IGNITION and LIGHTING: Coil ignition fed from 12v. 18-ampere-hour battery. Wipac combined head and side lamps, 24/24-watt bulbs. Foot-operated dip switch. L. E. Perai twin stop-tail lamps incorporating reflectors. Amber flashing indicator ears visible from ahead and astern.

TRANSMISSION: Villiers four-speed gear box in unit with engine; positive-stop change, hand-lever operated. Gear ratios: 16.6, 11.1, 6.2 and 4.65 to 1. Four-plate clutch, oil-bath lubricated. Primary chain $\frac{1}{2}$ x 0.225in. Final-drive chain $\frac{1}{2}$ x 0.305in.

FUEL CAPACITY: 2½ gallons.

TYRES: Michelin 4.00 x 8in.

BRAKES: Front, Lockheed hydraulic 7in diameter with pedal control; rear, cable operated by hand lever.

SUSPENSION: Independent front with sliding sleeves and multi-rate coil springs. Pivoted-arm rear with Armstrong suspension unit incorporating hydraulic damping.

WHEELBASE: 54in; track, 45in; ground clearance, 5in.

SEATING: Tandem on engine casing top plus transverse seat at rear.

WEIGHT: 448 lb dry.

PRICE: £297 10s including £60 19s 9d purchase tax, payable only in Great Britain. Optional extras: Reversing equipment, spare wheel.

MAKERS: Scootacars, Ltd., 125, Jack Lane, Leeds, 10.



Scootacar seating accommodation is T-shape. The transverse rear seat may be raised to form a backrest for a rear passenger using the tandem seat

30 m.p.h. maximum, with normal figures of 6, 12 and 24 m.p.h. The braking is superb. In fact, the three-wheeler is almost over-braked if that were possible, for the stoppers are Lockheed hydraulics on the two front wheels with 7in drums and a tyre size of 4.00 x 8in. The hand-controlled rear brake is cable operated. Three-wheel cornering is a matter of experience but in following a works driver at his speeds I felt no qualms. Parking is absurdly simple, either alongside a kerb or end-on. A crowd soon gathered round the standing vehicle and it was interesting to join them and listen incognito to the comments, most of which revealed hard-headed approval of a sensible design.

Independent front suspension is featured by means of sleeves sliding on pillars and controlled by multi-rate coil springs. A pivoted arm controlled by an Armstrong suspension unit carries the rear wheel. The ride is firm and stable, the springing quickly ironing out the reaction of the small wheels to road unevenness. Over a *pauc* length as brutal as M.I.R.A.'s, the Scootacar would hold around 15 m.p.h. without becoming too skittish. The centre of gravity is low, the high overall height (4ft 11½in) giving a deceptive appearance of top-heaviness. It was, in fact,

interesting to observe another Scootacar in front and note its stability. The need to keep the c. of g. low dictated the use of Perspex rather than glass for the side and rear windows.

Ventilation proved adequate and draught-free with the windows open on a warm, close day, though the interior warms up rapidly when standing still with a hot engine, a point that should be borne in mind if children are left inside while the driver shops. No fumes could be detected. The heater is claimed to be effective in the coldest weather, the Scootacar having been given extensive test use over the past year by the enthusiasts who build it. It has been put through the mill at the M.I.R.A. test track and has been driven from London to Harrogate in 6½ hours including a meal stop! Petrol consumption, which I was unable to check, is claimed to be about 80 m.p.g. at 30 m.p.h., falling off fairly rapidly with mounting speed to around 65 m.p.g. at 45 m.p.h.

I handed back the Scootacar at the end of a day with an affectionate pat. It seemed to me admirable for its purpose— all-weather use, day in, day out, especially under crowded conditions and with no garage available. One can even do most of the servicing in the dry—sitting in the Scootacar itself when working on the engine and battery compartments. There are nine points that should be greased every 500 miles.

Isetta Three-wheeler

HITHERTO the British-built B.M.W. Isettas have suffered in comparison with other small vehicles in that their twin rear wheels are too far apart for the £5 three-wheeler annual tax rate to apply. Hence a three-wheel version has been introduced and is now in production. Like its four-wheel brothers the new model is powered by a 295 c.c. (72mm bore x 73mm stroke) B.M.W. single-cylinder o.h.v. engine driving through a four-speed gear box to a transverse shaft on which is mounted the input sprocket of the chain final drive. Conversion to three wheels has been achieved by lengthening the shaft, thereby repositioning what was the right-hand rear wheel to the centre line of the machine, and modifying the chaincase.

The chassis is tubular with independent suspension of the front wheels by coil springs and hydraulic dampers; the rear chaincase forms the pivoted arm of the stub-axle-mounted rear wheel, movement of which is controlled by a radius fork, quarter-elliptic springs and one hydraulic damper. Wheels are of 10in diameter and carry 7in-diameter hydraulic brakes. Tyre sizes are 4.80in (front) and 5.20in (rear).

As on the four-wheelers the neat body features a frontal door and a bench seat wide enough for a child in addition to two adults. Behind the seat is a large parcel shelf. Windows are all of safety glass and the roof embodies a fabric opening panel with metal framing.

Two models are made, Standard and Plus, and the latter includes bumpers, a heater and larger headlamps in its special



equipment. The four-wheel saloons and invalid carriage are continued virtually unchanged but the range is augmented by an attractive 4cwt van having a polyester/glass body.

Manufacturers are Isetta of Great Britain, Ltd., Brighton, Sussex. Prices of the three-wheelers (inclusive of British purchase tax) are: Standard model, £339 19s 6d; Plus model, £365 19s 6d. Four-wheelers prices are: Standard model, £349 19s 6d; Plus model, £365 19s 6d; Plus two-pedal (Smiths Selectroshift transmission), £424 19s; Invalid carriage, £424 19s; 4cwt van, £347 7s 3d.

It's Not So Difficult

"NITOR" Passes on Useful Hints on Tyre Removal and Fitting



DURING practice for the Moto-Cross des Nations in Sweden, just 12 days ago, that diminutive, ever-cheerful Tom Bowers of Dunlops changed something like 60 scrambles tyres—in an afternoon! True, he is an expert and works at a specially constructed table—while you, perhaps, are no expert and work on the garage floor. The fact that enthusiasts in general have trouble is evident from the number of letters I receive on the topic almost week by week. Some chaps can't get the tyre off; others can't get it on; some refuse to believe the markings on their new cover and aver that it must be the wrong size! So, since a fair bit of tyre chang-



On the left is Tom Bowers, and above are examples of recommended tyre levers

ing will be going on during the next couple of months as we prepare for winter, perhaps a few words on the topic won't go amiss.

OBVIOUSLY you will want two spoon-type levers and a third, bent one, for hooking to a spoke. The first step (I am assuming the tyre is already deflated) is to slacken off the knurled ring on the valve and then, if a security bolt is fitted, to slacken off the nut that secures it to the rim.

NEXT STEP: lay the wheel flat and "walk" round the tyre, pushing the wall right down clear of the rim. Now reach for the tyre levers, and insert one between the edge of the tyre and the rim, adjacent to the valve. Place the bent lever alongside the first and start to prize the wired edge of the cover over the rim. At the same time press the edge diametrically opposite into the rim well—the dished middle part into which the spoke nipples are fitted. *Getting the edge properly into the well is the whole secret of easy removal and refitting.* When the first few inches of tyre edge are over the rim, hook the bent lever under a spoke.

THE TWO SPOON LEVERS from that point on are used together, some 3in apart and about the same distance from the hooked lever. Insert and yank. Move the levers to the other side of the valve and repeat the process. Every time you yank the levers—you can do it with one hand on both—make sure the opposite edge is in the well. The remainder is easy.

TO TAKE the tyre right off the rim the inner tube must first be withdrawn. Now stand the wheel upright with the tyre against the inside of the right foot. With the right hand grasp the spokes at the top of the rim and, with the other hand, push the tyre outward and downward—hard, and with a jerky action. If the tyre is obstinate transfer the right hand to the top of the rim and push the rim down "into" the tyre. For the first stage in fitting a new cover reverse that process. The tyre is "half on."

BUT when the upper tyre wall is raised to provide room for the valve to pass through, the lower wall blanks off the hole in the rim. So at that point the hooked lever is inserted and clipped to a spoke. The hole is uncovered.

NEXT PHASE you may remember from your cycling days. Put a little air—a very little—in the tube to keep it from twisting. Then push the valve through its orifice in the rim and feed the tube into the tyre.

THE VALVE in position, screw its knurled ring on the first few treads. That will keep it from slipping again. The really crafty part of the operation comes next. And the aim is to get as much of the tyre as possible into the rim before working round to the valve.

SO WE START diametrically opposite the valve, forcing the tyre wall right down into the well of the rim. Old hands



Above: A first step—"walking" the tyre edge into the rim well. On the left below two levers are inserted close to a hooked lever at the valve. In the middle—the tyre is forced off the rim. On the right is shown here a hooked lever is used to keep the valve hole clear



**SHELL
WIN AGAIN**



**MANX GRAND PRIX
—JUNIOR RACE**

1st A. Shepherd A.J.S.

at an average speed of 89.08 m.p.h.

SILVERSTONE

HUTCHINSON '100'

SIDECAR HANDICAP

1st NORTON Bill Boddice

Also using SUPER SHELL



subject to official confirmation

For **SAFETY** and **ECONOMY**

Firestone

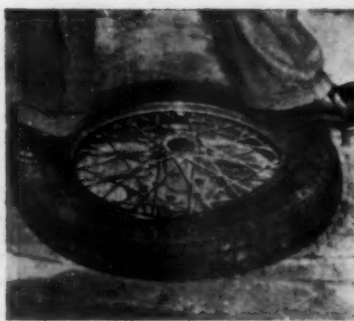


MOTOR CYCLE TYRES

Firestone TYRES



— consistently good



On the left the tube is inserted, after a little air has been pumped in to keep it from twisting. In the middle is shown the method of kicking a tyre edge into place. Finally the wheel is bounced to get the circumferential line on the wall equidistant from the rim

at that stage dust the tyre with french chalk or wet it with a soap-water solution—to make it slippery. There is no need to use levers yet. Hands (or feet) will serve admirably.

RESISTANCE COMES when something like half the tyre's circumference is fitted. Check and check again that the tyre edge is right down in the rim well. Force it there by kicking it with your heel or kneeling on the wall. Gradually work round the rim, kicking as shown in the illustration. If levers must be used

—keep them away from the inner tube or they will nip it and cause a puncture for sure. The final few inches on each side of the valve will be hardest to get over the rim; but nothing like brute force will be needed if your "well drill" is up to scratch.

IF YOU HAVE a security bolt, and it cannot move freely when the tyre is in position, the pad has been trapped by a tyre edge. To free it use a lever to draw the edge clear—but, again, use the lever with care.

THE FINAL stages: inflate, screw the knurled ring on the valve up to the rim, ensure that the embossed, circumferential line on each tyre wall is equidistant from the rim all the way round and fit the nut on the security bolt.

THE LINE is not equidistant? Then grip the wheel across its diameter and bounce it on the ground so as to force the tyre edge out of the rim well. Alternatively, use a mallet. That done, tighten the knurled ring, fit the valve cap and tighten the security bolt. That's it.

Away Go the Controls

Government Hire-purchase Regulations Scrapped : Lower Deposits and More Time to Pay : Reduced Interest

MOTOR cycles, scooters, mopeds, sidecars and three-wheelers are among a wide range of goods for which government hire-purchase controls were swept away by the Board of Trade announcement on Monday.

Throughout post-war years sales have been intentionally curbed by variations in the minimum deposit and the period for repayments. Until last Monday, the minimum deposit was 33½ per cent of the purchase price with repayments spread over not more than two years. For a long time it has been felt that sales would be stimulated if the deposit could be reduced and three years could be allowed for repayments. Obviously, there will be a tendency for traders to set limits and at the time of going to press it was thought probable that about 25 per cent deposit and three years for repayments would be decided on.

The Board of Trade news followed an announcement by the Finance Houses Association that it was recommending to members that the maximum interest rate

on repayments should be 10 per cent per annum from October 1 instead of the current 11 per cent.

(Editorial comment appears on page 335.)

Show Opening

THIS year's London Show at Earls Court will be officially opened at 11 a.m. on Saturday, November 15, by the Minister of Transport, the Rt. Hon. Harold Watkinson. The Show will continue daily, except for the Sunday, until the following Saturday, November 22.

New S.A. Star

MAGNIFICENTLY consistent riding by 29-year-old Jack Gray of Maritzburg enabled him to score a fine win in the Parkhill 120 handicap on the Roy Henketh circuit, Maritzburg, and thus achieve the culmination of many years' striving to win a national race. Mounted on a KTT Velocette, Gray completed the 55-mile race in 52 minutes 33 seconds, 45s ahead of his nearest rival, Mike Moore (348 B.S.A.).

In addition, Gray, on a three-fifty Norton,

gained second place in the 350 c.c. Scratch Race and came third on the same machine in the 500 c.c. Scratch Race.

In the Parkhill 120 Gray started off a handicap of 2m 55s behind the limit man, John Smith (348 Velocette) and 3m 20s ahead of the back marker, Stan Setaro (499 Norton). Gray was soon in evidence and was lying eighth when he had completed three laps. By the tenth lap of the 34-lap race he was in fifth position, and he continued to forge ahead to such purpose that he pulled up to second in the 24th lap. Young John Smith, riding in his first road race, was still well in the lead but it was evident that Gray would soon overhaul him. He did in the 28th lap.

There was a great fight for second, third and fourth positions which were decided only in the last lap when Moore and Mike Burger (348 Norton) overtook Smith, but only seconds separated the three of them.

The 350 c.c. Scratch Race over 45 miles was by far the best of the scratch series. It resulted in a clear win for Keith Crawford (A.J.S.) over Gray, with John Gwilliam (Velocette) a close third. The 250 and 500 c.c. scratch races were disappointing as far as entries were concerned. Only four went to the post for the former and seven for the latter.

Gary Burgess (B.S.A.), the reigning South African champion, had something of a walk-over in the 250 c.c. event as only he and C. Klew (Velocette) finished, while in the 500 c.c. race Stan Setaro had things completely his own way on his five-hundred Norton.

150 c.c. Scratch Race (35 miles).—1. G. Burgess (B.S.A.), 51m 13s; 2. C. Klew (Velocette), 51m 40s. **350 c.c. Scratch Race** (45 miles).—1. K. Crawford (A.J.S.), 50m 12s; 2. J. Gray (Norton); 3. J. Gwilliam (Velocette). **499 c.c. Scratch Race** (45 miles).—1. S. Setaro (Norton), 50m 33s; 2. K. Crawford (500 A.J.S.); 3. J. Gray (500 Norton). **Parkhill 120 Handicap** (55 miles).—1. J. Gray (348 Velocette), 52m 33s; 2. M. Moore (348 B.S.A.); 3. M. Burger (348 Norton); 4. J. X. Smith (348 Velocette). **First Sidecar Handicap** (10 miles).—1. C. Moore (J.A.P.), 10m 10s; 2. D. Currier (J.A.P.); 3. G. Munby (Norton). **Second Sidecar Handicap** (10 miles).—1. Munby, 10m 32s; 2. Moore; 3. H. Doughton (Norton).

WITH the sureness and regularity of the Milan-Rome express, and with twice as much speed, John Surtees circled the Monza autodrome 62 times on MV Agusta fours last Sunday to win the 500 and 350 c.c. classes of the Italian Grand Prix. There were five other factory MVs in the 500 c.c. Race and one in the 350 c.c. Race, but no one could hold a candle to the brilliant young Londoner. He won the big event by no less than 1m 20s from his team-mate Remo Venturi and averaged 114.51 m.p.h. Surtees' fastest laps of the 3.57-mile speed track were done at 115.98 m.p.h.—he recorded that speed three times.

Runner-up to Surtees in the 350 c.c.



In the 350 c.c. Race Bob Anderson, leading, and Geoff Duke (Nortons) play cat and mouse. Duke moved ahead on the last bend

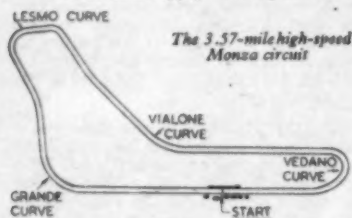
Race was John Hartle, who finished nearly half a minute astern on the other MV. The winner's speed was 107.65 m.p.h. and his best laps—five of them—108.73 m.p.h.

But in the lightweight classes—250 and 125 c.c.—MV riders were trounced as they have not been for many a long day. Two remarkably swift Morinis, ridden by Emilio Mendogni and Giampiero Zubani, filled the first two places in the 250 c.c. Race with Carlo Ubbiali (MV Agusta) third. In the 125 c.c. Race the MV eclipse amounted to a massacre. Five desmodromic-valve Ducatis, one of them a new twin, finished at the head of the field, and the only factory MV to keep going (ridden by Enzo Vezzadini) was lapped long before the end. No records were broken, for the ban on full streamlining is a great thief of speed at Monza, especially in the smaller classes.

There were no championship titles at stake, but there was Surtees' unbeaten record in this year's classics—a record which finally took the impressive form of 12 wins in as many races. The world's championships in the larger two classes were safely tucked under Surtees' belt nearly two months earlier when, at Germany's Nürburgring, he scored his fourth consecutive double. And the 250 and 125 c.c. titles were equally secure in the



On the rostrum facing the stands, a garlanded Surtees beams happily at the crowds



care of the MV lightweight stars, Tarquinio Provini and Ubbiali, long before the Monza meeting.

But to the Italian fans a victory is a victory regardless of the stake or the strength of the opposition. And though they did not throng the barriers in anything like their usual numbers, they were as enthusiastic as ever in acclaiming the successes of their home machines and the higher-placed Italian riders.

The 125 c.c. Race was first on the bill and it soon dispelled any fears of dull racing. On the grid Provini and Ubbiali bore themselves with the dignity of champions but the Ducati team was straining at the leash—buoyed on the

Surtees

MV AGUSTA STAR
500 C.C. WINS IN

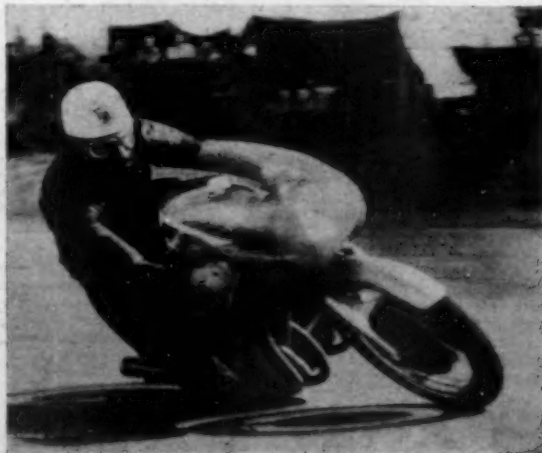
memory of Alberto Gandossi's wins on the fast Belgian and Swiss G.P. circuits. Monza, they argued, is also fast.

Bruno Spaggiari led from first lap to last, and for almost the whole distance Gandossi lay second. In a desperate bid Provini nosed in front of Gandossi on the second and third laps, but the MV engine was stressed beyond its limit and Provini had to withdraw. For the next eight laps Gandossi was tailed by Ubbiali, who looked for all the world as if he was playing his customary role of fox. But the second MV then succumbed.

That left Dave Chadwick, Luigi Taveri and Francesco Villa to enjoy a private Ducati scrap for third place—Villa was on the new twin and its speed enabled him eventually to shake off the other two riders—a staunch performance in his first classic meeting.

By any standard, the 350 c.c. Race which followed was dull. The superiority of Surtees and Hartle was so great that they both lapped all other finishers. What excitement there was centred on Geoff Duke and Bob Anderson (Nortons). In the early stages Anderson crept up from sixth to third by successfully challenging Chadwick and Taveri (on Nortons), then Duke. From the 12th lap to the end Duke played cat and mouse with Anderson, and pipped him on the final curve—a familiar Duke tactic at Monza.

Like the Ducatis in the first race, the Morinis showed the MVs their paces in the 250 c.c. event right from the start. First time round Mendogni and Zubani lay first and third, with Umberto Masetti on another Morini fifth. Provini (second)

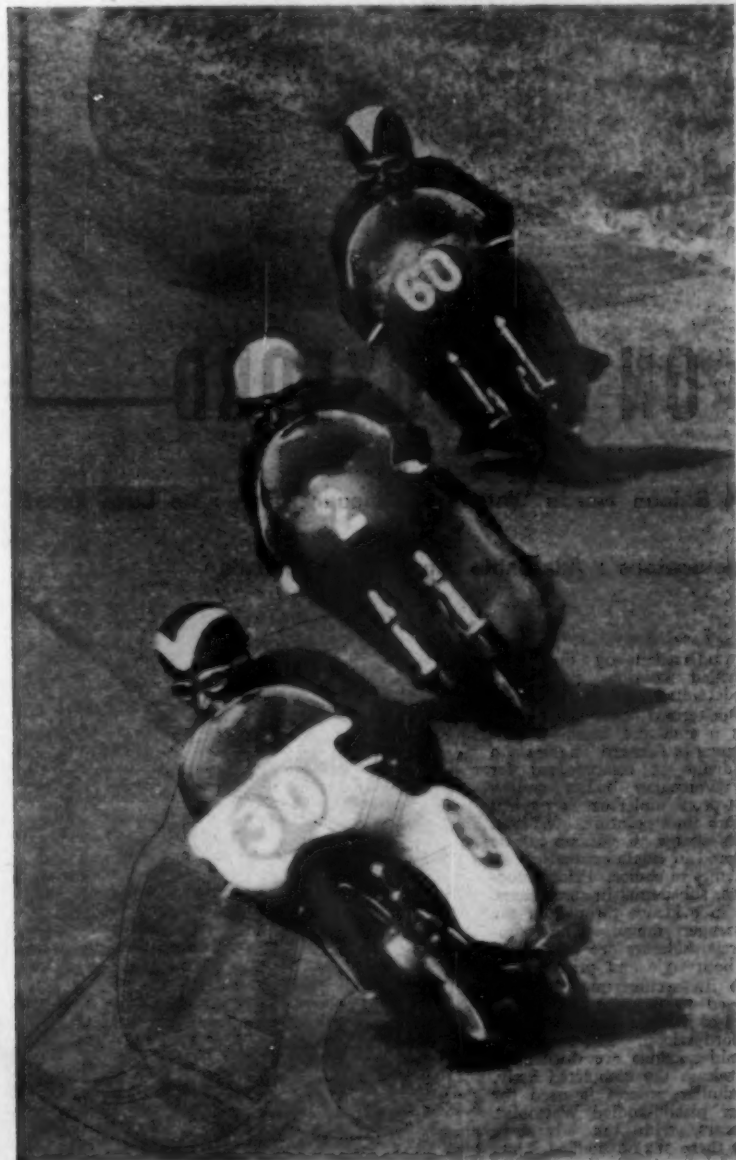


Another shot from the 350 c.c. class shows John Hartle on the MV Agusta four. He finished second, 28s behind Surtees. Both Hartle and Surtees lapped all other finishers

Makes it Twelve

ENDS CLASSIC SEASON WITH 350 AND
GRAND PRIX OF THE NATIONS AT MONZA

Close-quarter riding in the 250 c.c. Race. In the lead is Arthur Wheeler (F.B. Mondial) followed by Carlo Ubbiali (MV Agusta) and Giampiero Zubani (Morini)



and Ubbiali (fourth) made the meat in a double-deck sandwich.

Masetti retired with an unhappy engine after only three laps, thus letting Ernst Degner (MZ) into fifth position. But Degner's two-stroke soon jibbed at the leaded fuel as had his one-two-five earlier in the day. His teamster, Horst Fügner, took his place but suffered a similar fate a lap later. Then Fortunato Libanori, who had been shadowing Fügner on the third MV, retired with an off-key engine.

Mendogni meanwhile had begun to increase his lead, while Ubbiali and Provini mixed matters fiercely with Zubani until Provini's model cried off on Lap 12. From then on Zubani gave Ubbiali a taste of his own medicine by lurking in his slipstream till the last bend, then pipping him on the post by a length.

For the 500 c.c. class, Dickie Dale appeared on the factory B.M.W. twin ridden earlier this season by Duke, and Hartle gave the six-cylinder MV its race baptism. Duke straddled the 93mm-bore factory Norton he rode in the Ulster Grand Prix last month. Hartle's getaway was poor—he was last to get his engine firing properly. But he then proved himself unquestionably the next-best MV rider to Surtees by storming up from 26th position to fourth by the time his engine cut suddenly just after half distance.

Dale's riding was magnificent. He disputed fourth place with Carlo Bandirola, on an MV four, throughout the entire race and had a glorious dust-up with Hartle for a few laps. When Surtees lapped Bandirola and Dale, five laps from the end, he tried to take his team-mate past the flying B.M.W. in his slipstream, but Dale kept a fractional advantage to the end.

Duke and Anderson renewed their earlier duel until Anderson's Norton coughed to a standstill at half distance. Then Chadwick took over from Anderson—and proved to be too wily to fall for Duke's last-bend tactic.

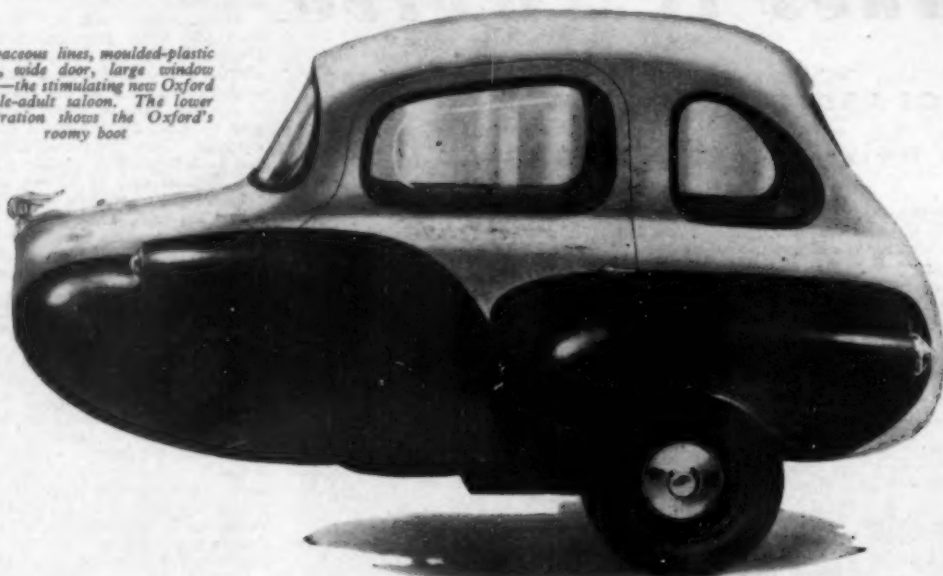
350 c.c. Race (35 laps, 125.05 miles).—1, J. Surtees (MV Agusta), 1h 5m 31.4s, 114.51 m.p.h.; 2, R. Venturi (MV Agusta), 1h 6m 51.3s; 3, U. Masetti (MV Agusta), 1h 7m 22.8s. **Completed 34 laps.**—4, R. H. Dale (B.M.W.), 5, C. Bandirola (MV Agusta), 6, D. V. Chadwick (Norton), 7, O. E. Duke (Norton), 8, G. Cantoni (MV Agusta). **Completed 33 laps.**—9, G. Klinger (B.M.W.), 10, E. Hiller (B.M.W.). **Completed 32 laps.**—11, A. Huber (B.M.W.), 12, A. Covi (Norton). **Completed 31 laps.**—13, J. Collet (Norton). **Completed 30 laps.**—14, A. Cicelli (Giere). **Completed 29 laps.**—O. Zilioli (Moto-Guzzi). **Fastest Lap.**—Surtees, 1m 50.9s, 115.98 m.p.h.

350 c.c. Race (27 laps, 96.47 miles).—1, J. Surtees (MV Agusta), 55m 45.9s, 107.55 m.p.h.; 2, J. Hartle (MV Agusta), 54m 14.1s. **Completed 26 laps.**—3, O. E. Duke (Norton); 4, R. H. P. Anderson (Norton); 5, D. V. Chadwick (Norton). **Completed 25 laps.**—6, B. S. Kewen (A.J.S.). **Completed 24 laps.**—7, J. Invernizzi (Norton); 8, A. Gorini (Norton). **Fastest Lap.**—Surtees, 1m 50.5s, 106.73 m.p.h.

250 c.c. Race (22 laps, 78.6 miles).—1, E. Mendogni (Morini), 45m 7.3s, 104.52 m.p.h.; 2, G. Zubani (Morini), 45m 23.6s; 3, C. Ubbiali (MV Agusta), 45m 23.5s. **Completed 21 laps.**—4, G. Serr (Adler); 5, J. Antzinger (N.S.U.); 6, D. Falk (Adler). **Completed 20 laps.**—7, F. Klager (N.S.U.); 8, A. Mandolini (Moto-Guzzi); 9, B. Lohmann (Adler). **Completed 19 laps.**—10, A. P. Winkler (P.B. Mondial); 11, G. Paciocca (Moto-Guzzi); 12, H. Lüttenberger (Adler); 13, K. Rothmann (N.S.U.); 14, E. Keller (N.S.U.); 15, L. Savaria (Moto-Guzzi). **Fastest Lap.**—Zubani, 2m 1s, 106.30 m.p.h.

125 c.c. Race (19 laps, 64.99 miles).—1, B. Spaggiari (Ducati), 30m 51.1s, 96.85 m.p.h.; 2, A. Gandolfi (Ducati), 30m 07.2s; 3, F. Villa (Ducati), 31m 0.7s; 4, D. V. Chadwick (Ducati), 31m 5s. **Completed 18 laps.**—5, L. Taveri (Ducati), 31m 5.5s. **Completed 17 laps.**—6, E. Vezzani (MV Agusta); 7, H. Fügner (MZ); 8, W. Scheidauer (Ducati); 9, S. Rinaldi (Paton). **Completed 16 laps.**—10, A. F. Wheeler (P.B. Mondial); 11, G. Rocchi (P.B. Mondial); 12, H. Post (MV Agusta); 13, G. Masgo (Ducati); 14, W. M. Webster (MV Agusta); 15, H. Lüttenberger (P.B. Mondial); 16, S. Brabeta (Ducati). **Completed 15 laps.**—17, M. Carini (Paton). **Fastest Lap.**—Spaggiari, 2m 11.5s, 98.04 m.p.h.

Curvaceous lines, moulded-plastic body, wide door, large window area—the stimulating new Oxford double-adult saloon. The lower illustration shows the Oxford's roomy boot



ACCENT ON THE OXFORD

Striking New Plastic Double-adult Saloon Heads Watsonian Sidecar Range: De Luxe Ascot

and Monarch Single-seaters: Adaptable Small-wheel Chassis

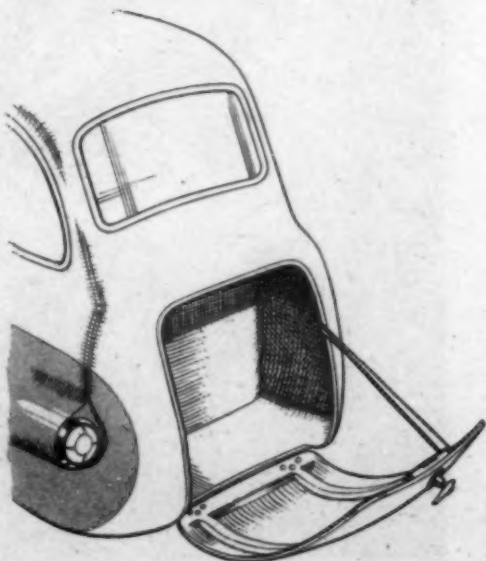
THAT Watsonian technicians are fully conversant with the advantages to be gained from glass/polyester construction is evident in the sweeping lines of such existing sidecar designs as the Bambini and Monaco. Now the technique is taken a stage further. Leader of the 1959 range is a commodious double-adult saloon named Oxford in which the main body shell is a single plastic moulding. Two further new models, the Ascot de Luxe and Monarch Coupé, are of part-plastic construction. To carry the Oxford there is an interesting new chassis, the SV, which features a small-diameter sprung and braked wheel. For other bodies the SV is offered as an alternative to the famous VG21 chassis which continues unaltered.

Detail improvements have been made to many of the remaining body styles. In particular the sliding-door Cambridge double-adult saloon has been enlarged in length, width and height. Falling demand accounts for withdrawal of the unique Kwikfit chassis (although a few special orders can be met from existing stocks of parts). The lightweight Windsor tourer

is superseded by the steel-panelled Marlow lightweight model introduced last year.

Spelterized sheet steel which has a non-rust finish—a new product of Richard Thomas and Baldwins—is standardized for all Watsonian bodies and a rust-proof undercoat is applied before final painting. Without extra charge all sidecars can be ordered in single or dual colour schemes to choice. Price reductions, substantial in some cases, are in evidence throughout the passenger range. The commercial sidecars are unchanged in both style and price.

A five-section mould is employed to produce the plastic shell of the new and curvaceous Oxford saloon. The individual mould sections are dismantled to release the completed body. A similar process is used for other plastic-bodied Watsonian sidecars, with the advantage that there are no bonded joints





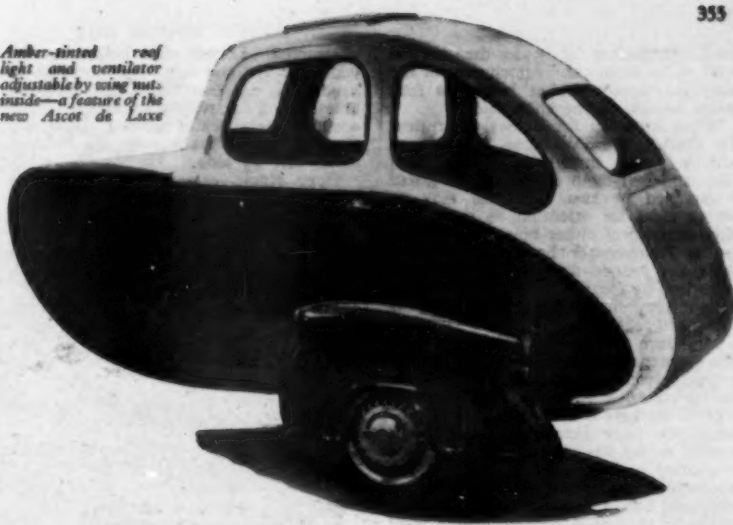
Amber-tinted roof light and ventilator adjustable by wing nuts inside—a feature of the new Ascot de Luxe

in the shells and hence the structure is inherently stronger.

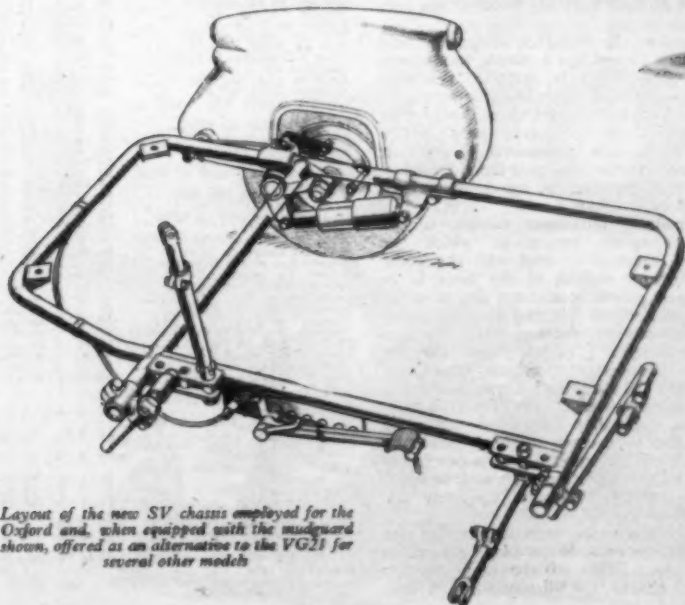
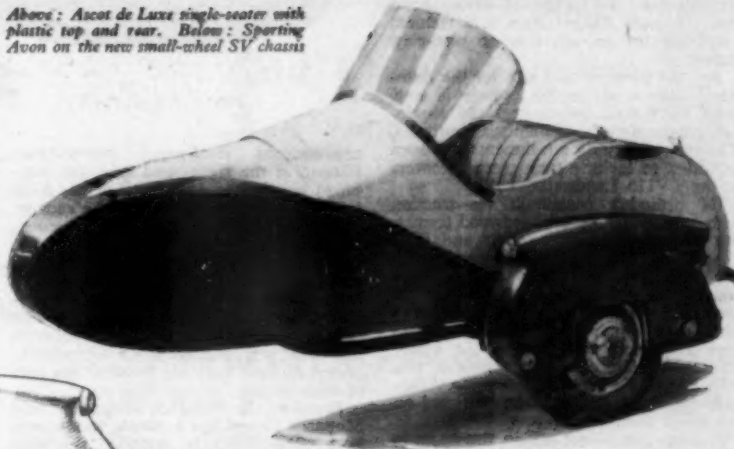
Bonded inside the rear of the Oxford body is a separate moulding which forms the luggage compartment bulkhead, seat support and integral armrests. Another moulding with metal-box insert bridges the scuttle to provide a neat glove shelf. The mudguard is integral with the main shell which thus cannot be fitted to the standard large-wheel VG21 chassis. At the rear of the mudguard is a facing for the tail lamp. The side lamp is accommodated on the forward face of a faired rib on the body side.

Set in car-type draught-proof and rain-proof rubber mouldings, the generous windows comprise Perspex lights at front and rear and two at each side in 0.060in-thick Cobex. Ventilating panels which slide in clear-plastic channels are fitted to the forward windows at each side of the body. Easy access to the interior is given by a 31in-wide door opening. Of bucket type, the front seat has a hinged back and is also hinged along the front; thus the entire seat folds forward into the sidecar nose to give ease of entry to the rear passenger.

Interior finish of the saloon head is in flock-spray while from the waist downward there are trim panels to match the upholstery. The floor has a plastic-surface felt covering. With front and rear seat widths of 21 and 23in respec-



Above: Ascot de Luxe single-seater with plastic top and rear. Below: Sporting Avon on the new small-wheel SV chassis



Layout of the new SV chassis employed for the Oxford and, when equipped with the mudguard shown, offered as an alternative to the VG21 for several other models

tively the Oxford provides ample room for two full-size adults, yet the weight of the body is only 80 lb.

Adaptability is the principal virtue of the ingenious new SV chassis. The seat stay and fourth-point attachment are each provided with three locations and the fitter can thus choose positions which give the best degree of triangulation. Further, the brake-pedal shaft can be located in any one of nine positions to suit the machine.

Basis of the chassis is a single loop of 1½in x 10-gauge steel tubing with straight side rails and Sifbronze-welded joints. Malleable-iron castings are employed for the spring unit forward mounting and the pivot bracket for the bell-crank which carries the wheel. Specially designed to operate at an angle of 15 degrees to the horizontal, the hydraulically damped unit has a 130 lb spring rating.

Two Timken taper-roller bearings support the pivot shaft. The whole of the spring mechanism lies below side-rail

level, permitting a wider-than-normal body to be mounted. Attachment of the body is through rubber blocks to four plates welded to the chassis loop.

When intended for bodies other than the Oxford, the SV chassis is equipped with a plastic mudguard with integral side- and rear-lamp facings. The guard is attached by two bolts and may be swung clear for attention to the wheel after removal of either bolt. Incorporating a 7in-diameter brake operated by cable, the pressed-steel wheel is attached to its hub by four studs and nuts and has a light-alloy hub cap. Tyre size is 4.00 x 10in.

Miniature though the all-plastic Bambini scooter sidecar may appear, it is surprisingly roomy. Already familiar on British roads, it is making an impact in overseas markets and, indeed, export considerations have dictated the only modification to the design for 1959: to enable a smaller packing case to be used the windscreen frame is now a separate moulding bolted to a flange on the body so that it may be stowed inside the body for dispatch. An incidental advantage is that the joint flange offers a convenient mounting for an ash tray or rear-view mirror.

For the Bambini and also for the Bambox commercial carrier (which is now used by R.A.C. patrollets) the single-tube, sprung-wheel SC chassis continues. The range of fitting attachments has been extended to include such recent scooters as the TV175 Lambretta.

Of orthodox coachbuilt construction with steel panelling on hardwood frames, the single-seat Marlow tourer and Eton hinged-canopy saloon go forward without alteration. Each has a half-length door. The two bodies are designed for use with the lightweight LG chassis which has an unsprung wheel with car-type fitting and equipped with a 4.00 x 10in tyre. The chassis is now available with a braked wheel at extra cost. Alternatively, either body can be mounted on the VG21 chassis.

A larger single-seat saloon, the Ascot in standard form has an all-steel fixed head and full-height door. It is little altered except for the styling of the light-alloy beading on the body side panels. For 1959 the Ascot is joined by the Ascot de Luxe, a model generally similar in appearance but with an identical coachbuilt lower part married to a saloon head in glass-reinforced plastic. The door is also a plastic moulding. There is a rear window and two windows at each side. The roof is continued downward at the back to form the body rear panel, giving increased locker space. Provision is made for attaching a luggage grid and rear bumper bar.

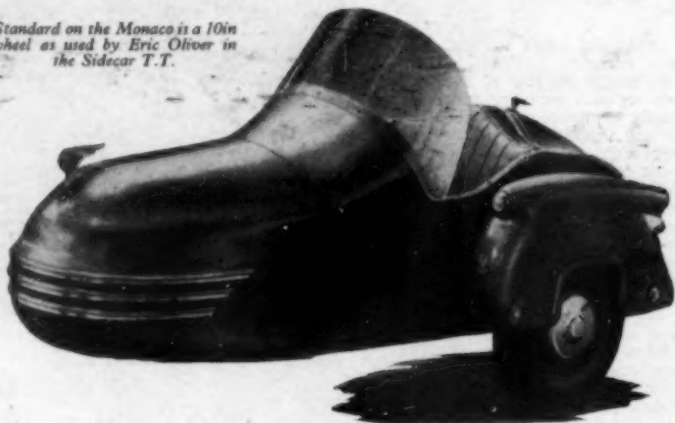
No change is made in the Light Maxstoke child-adult saloon but for the two-seater Maxstoke there are improved seats at front and rear, easier entry and a more attractive interior appearance.

Unusual in its employment of a sliding door with automatic lock, the double-adult Cambridge saloon is renowned for its convenient access. In the 1959 version entry is further facilitated by the incorporation of a double-fold front seat which tips forward to leave the floor space un-

obstructed. Longer than before by 4in, wider by 2in and with 1½in increase in headroom, the Cambridge has comfortable seating for two large adults. Seats occupy the full width of the body so that there is room at the rear for two children to sit side by side.

Open single-seaters, the Avon sports model and the large Monarch are both of

Standard on the Monaco is a 10in wheel as used by Eric Oliver in the Sidecar T.T.



conventional steel-panel construction. Hinged at the right-hand side, the combined scuttle and door panel of the Avon is raised to provide entry to the cockpit. The Monarch also has a hinged scuttle but a separate door. Both bodies have unframed windscreens in curved Perspex and that of the Monarch is extended well rearward at each side. Equipment includes detachable canvas hoods. The capacious luggage lockers have exterior lids fitted with luggage grids. Chromium-plated bumper bars are fitted at the rear of each model.

Based on the Monarch design, the new Monaco Coupé has a plastic windscreen framework which is extended rearward at each side and embodies side windows. Though classed as an open design, the Coupé includes a plastic panel which bridges the side extensions at the rear and protects the passenger from draughts. In adverse weather the top is closed by a canvas cover.

Remaining passenger design is the Monaco sports tourer in which the chassis frame is integral with the body. The cockpit section of the body is in steel and plastic mouldings are used for the nose and tail. Enthusiasts will recall Eric Oliver's performance with a Monaco in the Sidecar T.T. last June. For the race a 10in-diameter sidecar wheel was fitted and the modification was so successful that it has been adopted for 1959 with, to suit, a smaller mudguard moulding. The effect is to lower the body height by 3in. A similar small wheel is now standardized for the LG chassis and, as mentioned earlier, fitted to the new SV chassis.

Apart from the Bambox carrier for scooters the commercial range comprises five styles. They are the Light Box on the LG chassis, the Standard Box, Tropi-

cal Box and steel-floor Open Truck on either the VG21 or SV chassis, and the Freight Carrier—intended for the conveyance of solo machines and similar heavy duties—on the reinforced VG26 chassis. The VG-type chassis employ a resilient wheel mounting in which the stub axle is carried by a vertical arm pivoted at its lower end in a bonded-

rubber bush. Sprung wheels or sprung-and-braked wheels can be supplied to order.

The makers are Watsonian Sidecars, Ltd., Albion Road, Greet, Birmingham, 11. Prices (in which total price includes purchase tax, payable only in Great Britain) are as follows:—

Bodies with Chassis	Basic Price	Total Price
Bambini on SC chassis	£ 60 2 5	£ 75 0
Marlow s.s. on LG	46 17 11	58 10
Marlow on VG21	52 10 1	65 10
Eton s.s. saloon on LG	48 1 11	63 0
Eton on VG21	53 14 2	67 0
Ascot s.s. saloon on VG21	71 14 11	89 10
Ascot on SV	75 11 2	96 0
Ascot de Luxe on VG21	76 3 1	95 0
Ascot de Luxe on SV	82 11 4	103 0
Light Maxstoke c.a. saloon on LG	54 2 2	67 10
Light Maxstoke on VG21	58 2 4	72 10
Light Maxstoke on SV	64 18 7	81 0
Maxstoke c.a. saloon on VG21	74 3 0	92 10
Maxstoke on SV	80 19 3	101 0
Cambridge d.a. saloon on VG21	90 3 7	112 10
Cambridge on SV	96 19 11	121 0
Avon s.s. sports on VG21	62 2 5	77 10
Avon on SV	68 18 9	86 0
Monarch s.s. tourer on VG21	68 2 9	85 0
Monarch on SV	74 19 0	93 10
Monarch Coupé de Luxe on VG21	70 2 10	87 10
Monarch Coupé de Luxe on SV	76 19 1	96 0
Monaco s.s. sports (integral)	108 4 1	127 10
Oxford d.a. saloon on SV	110 4 8	137 10
Bambox carrier on SC	55 10 0	no p.t.
Light Box on LG	36 10 0	no p.t.
Standard Box on VG21	45 0 0	no p.t.
Standard Box on SV	52 0 0	no p.t.
Tropical Box on VG21	80 10 0	no p.t.
Tropical Box on SV	87 10 0	no p.t.
Open Truck on VG21	45 10 0	no p.t.
Open Truck on SV	52 10 0	no p.t.
Freight Carrier on VG26	60 0 0	no p.t.
Chassis		
SC with sprung wheel and mudguard	18 0 0	22 10
LG for Marlow, Eton and Light Box	22 8 11	28 0
LG for Light Maxstoke (quarter-elliptic springs)	24 1 0	30 0
VG21 with resilient wheel mounting	28 1 3	35 0
SV with sprung wheel and brake	34 17 3	43 10
VG26 heavy duty	34 17 5	43 10
Extras		
Sprung wheel for VG21	4 0 2	5 0
Braked wheel for VG21 and LG	4 0 2	5 0
Chromium-plated wheel disc for SC, LG and SV	15 0	no p.t.
White-wall tyre	16 0	1 0
Abbreviations: s.s., single-seater; c.a., child-adult; d.a., double-adult.		

still *leading* the world

13th Sept. 1958

HUTCHINSON '100'

500 c.c.

- 1st** R. McIntyre (Norton)
- 2nd** D. W. Minter (Norton)
- 3rd** A. J. Trow (Norton)

250 c.c.

- 1st** S. M. B. Hailwood (N.S.U.)

(Subject to Official Confirmation)

350 c.c.

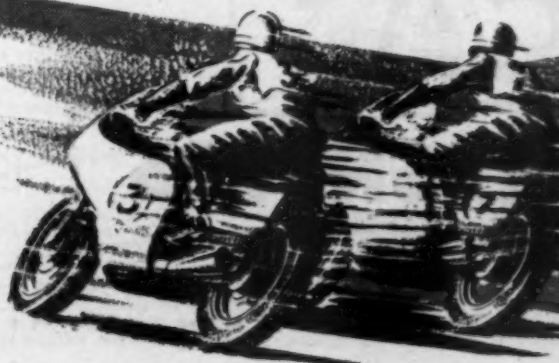
- 1st** R. McIntyre (A.J.S.)
- 2nd** D. W. Minter (Norton)
- 3rd** W. G. Holmes (Norton)

125 c.c.

- 1st** S. M. B. Hailwood (Ducati)
- 2nd** D. H. Edlin (MV Agusta)
- 3rd** D. S. Shorey (MV Agusta)

all won on

AVON





Flagged to Victory!

ITALIAN G.P.

500 c.c.

1st J. Surtees MV AGUSTA

350 c.c.

1st J. Surtees MV AGUSTA

HUTCHINSON '100'

500 c.c.

1st R. McIntyre NORTON

350 c.c.

1st R. McIntyre A.J.S.

ALL RELIED ON



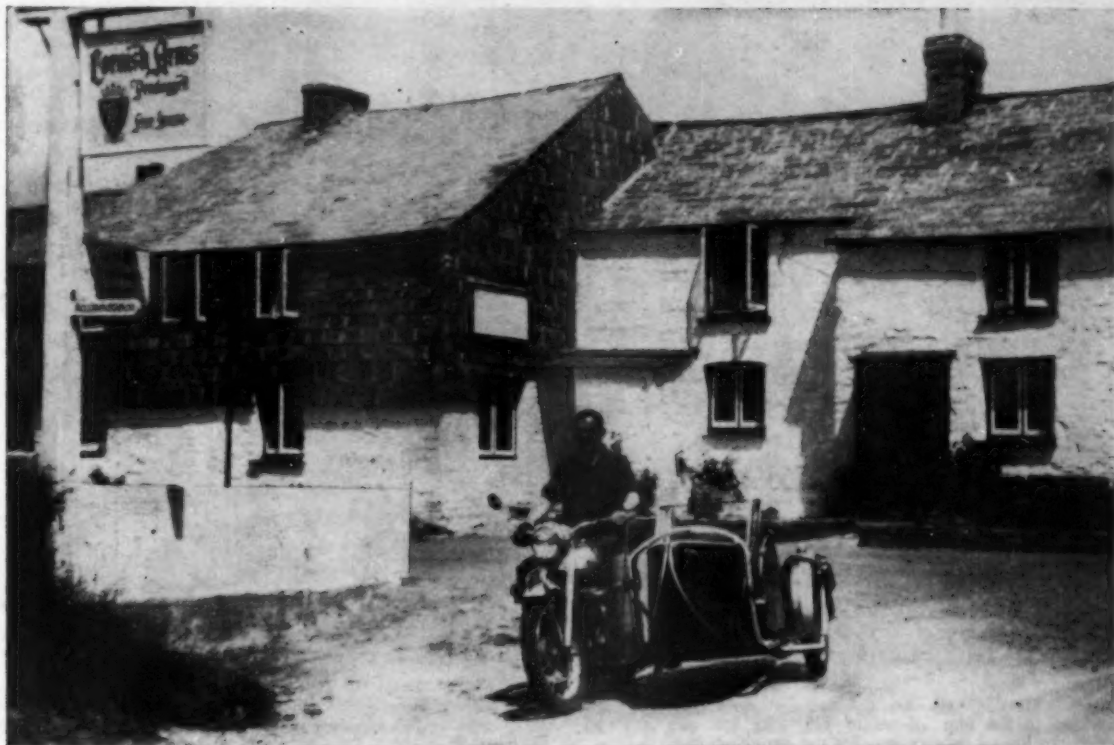
LUCAS



MAGNETOS

Results subject to official confirmation

JOSEPH LUCAS LTD., BIRMINGHAM 19



Cornwall in high summer. This snapshot was taken by Mrs. Doris M. Endacott while on holiday in July. Her husband is aboard their Triumph Thunderbird and Garrard S90 outfit outside the Cornish Arms at Pendoggett on the road to Port Isaac (see "The Secret of Youth" on page 359)

Letters to the Editor

Oulton Park

Trees that Obstruct Spectators' View of the Racing

FIRST, I would like to congratulate you on your fine journal which I have been reading for the past seven years, even though I do not yet own a motor cycle. Secondly, I wonder whether the owners and those concerned with the Oulton Park circuit could be persuaded to do something about a grievance that I and many others share? It concerns the trees that obscure the racing as the riders go along the straight from Esso Bend and around the corner near the upper lake. I do hope they will do something before October 4 so as to give people their money's worth.

J. L. DAVIES

Llay, Denbighshire.

Capacity Classes

Plea to Include 175 c.c. in Present 150 c.c. Class

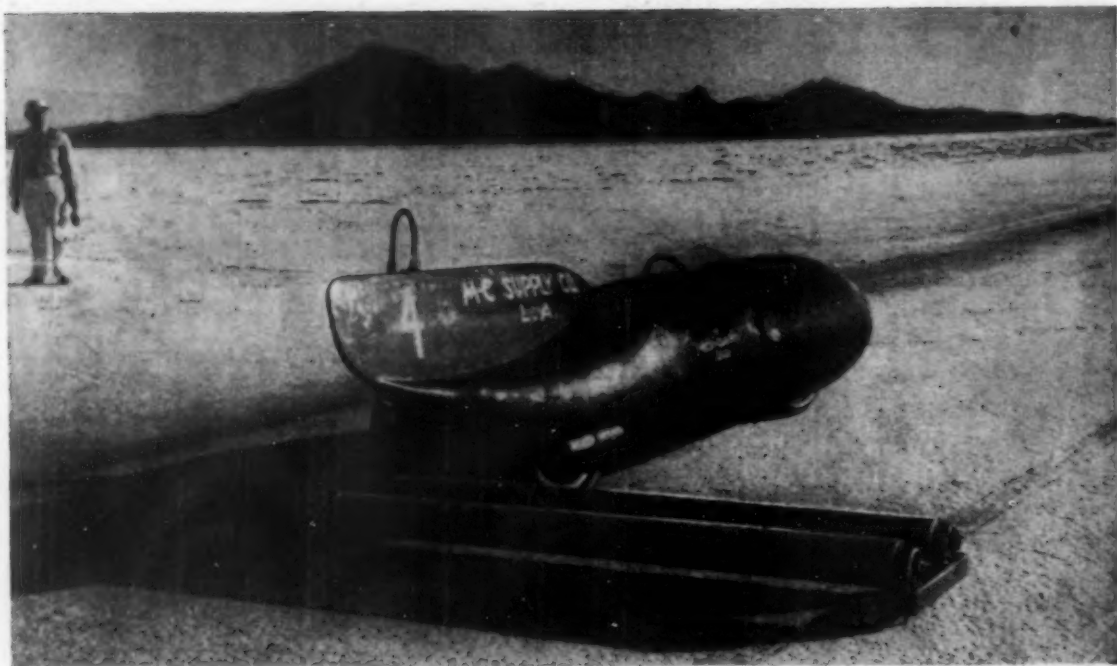
IT is easy to agree with John A. Corfield (September 4) on the apparently ridiculous number of capacities marketed between 100 and 250 c.c.—even more numerous if one includes the 325 and 350 c.c. models. However, a little examination will show that there is only one superfluous class in the large variety produced to satisfy the conflicting claims of the public, the Inland Revenue (of other countries as well), the insurance companies, sporting authorities and manufacturing considerations.

To take the last viewpoint first, quite a small manufacturer could market a satisfactorily complete range of engines, mass-produced for cheapness, with a simple spares problem, with only two bottom halves (and extra castings for twins) and four pistons and top halves, according to the following bore-and-stroke scheme.

- 98 c.c. = 47×57 mm single.
- 122 c.c. = 52×57 mm ($\times 2$ = 244 c.c. twin).
- 148 c.c. = 57.6×57 mm single.
- 174 c.c. = 57.6×66 mm ($\times 2$ = 348 c.c. twin).
- 247 c.c. = 69×66 mm ($\times 2$ = 494 c.c. twin).

With only one extra top-half you could produce a 199 c.c. single with 62×66 mm bore and stroke; this is the superfluous size in my view, encouraged by the insurance companies and foreign markets, but it is a very popular size all the same. I need not mention the stupid 225 c.c. class which has already dropped out. The 322 c.c. size is an ease-of-manufacture class, as it has proved difficult to blow up a two-fifty to a full three-fifty unless it was designed to be capable of it in the first place, which has not yet been done. In the case of British Anzani it happens to be the size of one of their outboard engine classes.

So Mr. Corfield has little need to worry on the one hand while, on the other, I make a plea for the Inland Revenue to shift its 150 c.c. tax class to 175 c.c. because the latter size is popular in the export market, is half a 350 c.c. engine and would make it possible for sports promoters to abolish the 150 and 200 c.c.



classes. Meetings all over the country could then be standardized to the four classes of 175, 250, 350 and 500 c.c., which are logical progressions for the manufacturers.

R.A.F. Halton.

C. M. C. SMELT

No-goggles Riding

A Very Simple Cure for Eyelid Flutter

REGARDING the letter from "A Velo Felo" (August 21) which stated that claustrophobia stopped him from using goggles, at first—before I found a suitable pair of goggles—I, too, suffered from eyelid flutter. I cured it by wearing an ordinary pair of spectacles with plain Perspex instead of glass lenses. They not only stopped the bugs and rain but also stopped the direct blast of air in my eyes; at the same time cool air was kept in circulation. This idea may help others who experience the same trouble. "B.S.A. SUPER ROCKET"

R.A.F., Watton.

Horses on the Roads

There should be a Test for the Inexperienced

HOW glad I am to see that I am not alone in having a bee in my helmet on the subject of horses and their riders on the road. I refer, of course, to the letter from E. Whiteside (September 4). I do think there should be some sort of test before some of these people are allowed on the roads. It seems that anybody can get a horse and take it on the highway without knowing one end of the animal from the other.

In the district where I live the place is full of these horsey types and, brother, do they scare me. I'll give you a couple of examples. I was riding to work a few weeks ago when I saw several cars in front crawling along at a walking pace. On coming up behind I saw what the trouble was. One of these gentry was—and get this—riding a bicycle with what looked like a tin can under one arm, leading a very frisky pony with the other hand and, believe it or not, another pony was trotting behind without any visible means of attachment at all. Almost needless to say, the circus was all over the road.

On another occasion I was out for a run and going down a quiet stretch of road when the whole world suddenly exploded

into a mass of horses, red coats, top hats and dogs! Of course, the local hunt had suddenly decided to career across the road. The look one of them gave me on being told to keep his ruddy dogs under control should have had me falling off my machine as stiff as a con-rod before I could say horse power.

I was once told by one of these hunting types that motor cycles should be abolished because they scared her horses. My answer was not very polite.

You might get the idea from this letter that I don't like horses. You would be quite right. They are like cows and sheep—all right in fields where they belong but a real menace on the roads; at least, where I live they are.

Rye, Sussex.

"HORSE HATER"

Touring in the Highlands

Scottish Beds Six Inches Shorter than English

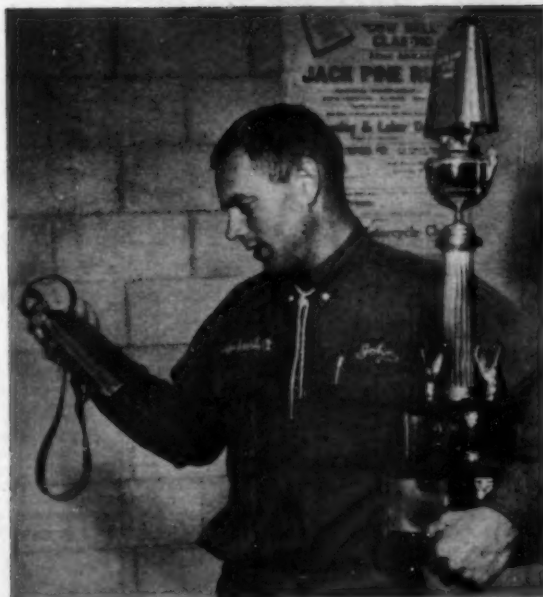
MAY I make the following points to L. Burrows (August 7) and "Webbed Feet of Hampton Court" (August 21)? At no time can good weather be guaranteed in any part of the British Isles and all tourists and would-be tourists must face that sober fact. Having made my first tour of Scotland on a B31 in 1954, I know just how wet it can be, but it speaks well of first impressions that I have returned every year since then to tour different sections. This year was in glorious weather in July in the Western Highlands.

Personally, I have found the catering excellent in all respects, as I have patronized classified hotels for main meals and have always received a cordial welcome in spite of dusty and sometimes wet clothing. Good food well prepared is surely for everybody when on holiday. The average price for these meals was seven shillings.

I cannot believe that one can return from eight days' touring with bald tyres if they were in excellent touring trim at the start; and surely a broken spoke is not a tragedy.

As for short beds, the average length of a Scottish bed is 5ft 9in—six inches shorter than in England, but this is slowly being put right. Any reputable host will never object to premises being inspected and one does not have to settle for what is first offered, especially if one makes an early start and finish to the day.

Sport in America has been well to the fore this month. On the left is the remarkable Hood-Clausen projectile which is fitted with a modified Harley-Davidson engine of about 1,500 c.c. In one direction at the Bonneville Salt Flats Jack Hunter recorded 224 m.p.h. Slightly faster one way, with 224.019 m.p.h., was Jess Thomas in the famous Johnny Allen 646 c.c. Triumph Flying Cigar (right). Thomas recorded 214.47 mean for opposite-direction runs. Below is John Penton clutching the Jack Pine Enduro trophy and looking at the cow-bell memento inscribed with the names of previous winners. He must wear the cow bell if he competes in next year's Jack Pine



To all would-be tourists I say go and see for yourselves. Take good notice of holiday tips and advice on machine preparation in *The Motor Cycle*. Take some vital spares such as cables and plugs. Above all, take a camera and then spend the winter months reliving the tour. And if "Webbed Feet" would care to call they can see an excellent album of some 100 snaps taken in 14 days this year in the country from which they fled.

Cobham, Surrey.

E. J. BRITTIN

The Secret of Youth

Exhilarating and Happy Days with a Sidecar

MY husband and I eagerly await your journal every week and there is always a scramble to get hold of it first, he for the valuable information it contains, me for other readers' letters and the places of interest given. We sold our car and took to motor cycling four years ago and realized only then the

vast difference between them. The exhilaration one feels when motor cycling is indescribable. We are both over our half century but young chickens at heart.

Our present outfit is a Garrard S90 convertible with a Mark V chassis coupled to a Triumph Thunderbird. Believe me, it's like riding on air. The enclosed snapshot I took while on holiday in Cornwall where we spent a trouble-free fortnight—and the outfit did 60 miles to the gallon. In a short while we are off again, this time to Devon, and we look forward to many more miles of happy motor cycling along the lanes and over the moors of that lovely county of England.

London, N.W.10.

DORIS M. ENDACOTT

Insurance Premiums

Two Questions that have Remained Unanswered

I HOPE that the letter from "Unemployed Clerk" (September 4) will convince motor cyclists (as if they did not already know) that they get a raw deal as compared with car owners. Some time ago, at the same time as writing to you on this very subject, I wrote to the head office of my insurance company to inquire why motor cyclists do not receive the same privileges as car drivers. The reply was so worded that, after wading through it several times, I was almost convinced that the company was doing us a favour by insuring us at all.

I still want to know (a) why, if we are paying what the companies consider the correct premium, do we not get the same privileges as motorists and (b) why, after nearly 30 years of riding without an accident, I still, like thousands of other motor cyclists, get only a paltry ten per cent no-claim bonus. If any member of the staff of any insurance company can give me a satisfactory reply (in words of not more than two syllables—for I have come to the conclusion that I must be particularly dense in matters of insurance) I shall be very grateful.

As for "Ixion's" concern for the insurance companies (August 28), words fail me. One would think they were just about keeping their heads above water. I wonder whether, in view of "Unemployed Clerk's" letter, he still thinks that motor cyclists get a fair deal?

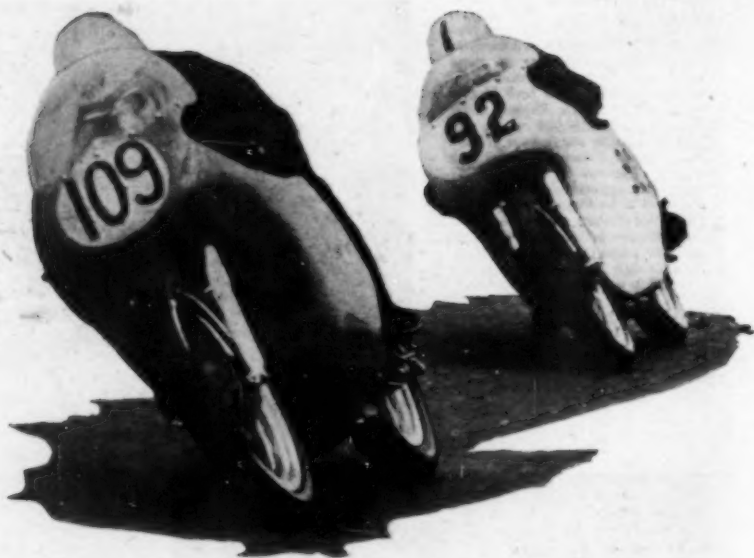
According to Philip H. Beaman's letter (August 28), because I have never had a claim over a long period I am a worse risk than those who have had several small claims! I am completely at a loss to see what he means. Surely one who has had many years of accident-free driving is not a bad risk? I have a suspicion that Mr. Beaman may have dictated the letter from my insurance company to which I have already made reference.

Crosby, Isle of Man.

JAMES L. SMITH

The Editor does not hold himself responsible for the opinions of his correspondents. Letters should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and must be accompanied by the writer's name and address.

Not a Day For Rabbits



The duel that enlivened the 500 c.c. Bessie Championship. Bob McIntyre leads Derek Minter by next to nothing. The pair rode this close for almost the full 17 laps

THE blur of a dolphin fairing swept out of Woodcote, straightened and heeled over hard into Copse. A second glance showed that the blur was two Nortons, so closely linked that they might have been one. The shrieking echoes of their passing faded in the direction of Becketts, then revived. Two more machines, bracketed just as closely, repeated the performance. Seconds later it was repeated again, and then a jostling mass, each machine being stressed to the limit, broke from Woodcote and filled the air with reverberating, crashing sound that threatened to burst the eardrums of everyone present.

The leader was Bob McIntyre, dour as Wallace, courageous as Bruce, as fine a jockey as ever straddled a racing model. In his slipstream was Derek Minter, foremost ace on the home tracks today. Third and fourth were Tony Godfrey and Alan Trow, the one a youngster and a protégé of Tommy Wood, the other a veteran. All rode Nortons. For well-nigh 17 Silverstone laps last Saturday these twin battles kept Hutchinson "100" fans in the sort of condition that fills the hospital wards for nervous disorders. And there was equally dramatic stuff going on at their backs.

The 1,000 c.c. B.M.C.R.C. Championship will not soon be forgotten. Mac led at the start with last week's Senior Manx Grand Prix winner, Ernie Washer (Norton), on his tail after a lap and Minter third. John Lewis and Tony Godfrey

Hard-fought Racing in B.M.C.R.C. Hutchinson "100" : Bob McIntyre Winner of 500 and 350 c.c. titles and Mellano Trophy

came next, then Frank Perrie, Alan Trow, Bruce Daniels—all Nortons. Mike Hailwood (Norton), who had made the supreme challenge to Mac in the 350 c.c. Championship earlier, was 12th and boxed in by a host of home and Commonwealth stars, every one as determined as he to break out. This was close-quarter racing and no mistake.

Minter was second after another lap, but 6s in McIntyre's rear. A further lap and the time gap was halved. After another the pair could not be separated by the watch. This was no invisible tow-rope act; the riders were joined by an invisible 6in link, that stretched a wee bit on the

corners, where Mac's artistry gained him an inch or two, and closed up on the straights.

The ferocity of the leaders' struggle carried them well ahead of the third and fourth men: 20s on the eighth lap, their advantage was 32s after 12 laps, 35s after 13. Washer held doggedly to third berth for six laps. On the seventh Godfrey overtook and two laps later Trow followed him through. And Hailwood had broken out and was on Trow's tail! On the tenth lap he beat Trow and was after Godfrey when he retired. His clutch had given up.

So the twin duels up front came fully into focus. For a brief ecstatic mile or so at 12 laps Minter squeezed his nose in front. But even all his craft was not enough. Mac held his few inches advantage thereafter, though none could say just who the winner would be until the chequered flag flashed down. The Scot was in front. When they had finished all eyes were on Woodcote. Yes, Trow beat Godfrey on the very last lap! And the race speed? 94.99 m.p.h.! McIntyre and Minter were credited with the fastest and record laps at 97.18 m.p.h.

Mac was out on his new 7R A.J.S. in the 350 c.c. Championship, and though he never once lost the lead his advantage for the first eight of the 17 laps was gas-saver frail. Hailwood (Norton) was as close as Minter achieved in the 500 c.c.

RESULTS

500 c.c. Championship (17 laps)—1. B. McIntyre (Norton), 52m 21.4s, 94.99 m.p.h.; 2. D. W. Minter (Norton); 3. A. J. Trow (Norton). Fastest Lap—McIntyre and Minter 1m 48.2s, 97.18 m.p.h. (record).

350 c.c. Championship (17 laps)—1. McIntyre (A.J.S.), 52m 34.6s, 91.44 m.p.h.; 2. Minter (Norton); 3. W. A. Holmes (Norton). Fastest Lap—McIntyre, 1m 52.25s, 92.85 m.p.h.

250 c.c. Championship (17 laps)—1. G. M. B. Hailwood (N.S.U.), 25m 47.8s, 81.50 m.p.h.; 2. J. Murgatroyd (Valcoette); 3. P. W. Read (N.S.U.). Fastest Lap—Hailwood, 2m 3.6s, 85.06 m.p.h.

125 c.c. Championship (8 laps)—1. Hailwood (Ducati), 10m 7.6s, 77.54 m.p.h.; 2. D. H. Edlin (MV Agusta); 3. D. F. Shorey (MV Agusta). Fastest Lap—Hailwood, 2m 10.4s, 80.63 m.p.h.

Sidcote Championship (10 laps)—1. P. V. Harris (Norton), 20m 48.2s, 84.23 m.p.h.; 2. J. Beeton

(Norton); 3. P. Hanks (Norton). Fastest Lap—Harris, 2m 1.8s, 84.32 m.p.h.

Sidcote Handicap (10 laps)—1. W. G. Bridice (Norton), 25m 5.8s, 84.39 m.p.h.; 2. Beeton (Norton); 3. P. J. R. Millard (Norton). Fastest Lap—Bridice and Beeton, 2m 2s, 86.18 m.p.h.

Autumn Championship (17 laps)—1. K. E. Pitt (Norton), 55m 58.8s, 62.80 m.p.h.; 2. H. L. Urquhart (A.J.S.); 3. F. J. Stevens (B.S.A.). Fastest Lap—Pitt, 2m 3s, 82.03 m.p.h.

Autumn Championship (17 laps)—1. B. L. Denchey (499 Norton), 35m 3s, 84.98 m.p.h.; 2. M. J. O. Brown (649 Triumph); 3. J. C. Buxton (499 B.S.A.). Fastest Lap—Denchey, 1m 59s, 88.35 m.p.h.

The Mellano (Hutchinson) Trophy (for the rider whose race speed most closely approaches the previous lap record)—McIntyre, 350 c.c. Championship, minus 1.43 m.p.h.

race. Then Hailwood's plug lead shorted and he lost a lap or more at the pits before tracing the trouble and setting off. From then on McIntyre won as he pleased. Minter was second but 13.2s down and gaining nothing. Alan Holmes and Bruce Daniels (Nortons) remained third and fourth from ten laps on. Mac's fastest lap was turned in 1m 53.2s—92.87 m.p.h.—which equals John Surtees' record on a Norton. And his race average, 91.44 m.p.h., earned him the Mellano Trophy.

The 10-lap Sidecar Championship was won by Pip Harris with his Norton-Watsonian outfit. He had his new B.M.W. with him, but decided that he was not sufficiently acquainted with it for so important a race. Bill Beevers started with his B.M.W.—started with misgivings, for he suspected that the third gear pinion was stripped. He failed to complete a lap. Cyril Smith had burst his own Norton in practice and so borrowed Bill Boddice's spare outfit.

Boddice led in the early stages. Then Harris overtook after three laps and Boddice was out after five, when the piston seized. Ted Young disappeared on the same lap when a valve dropped in and Bob Robinson's 998 c.c. Vincent became *hors de combat* when a tappet slackened. Veteran Jack Beeton, who seems to grow younger every day, and who had been third behind Boddice, finished a safe

And here is Pip Harris, giving his new B.M.W. outfit its first airing in this country in the sidecar handicap. He found the difference in power and handling characteristics between the rain and the single most marked. He intends to embark on a further period of development during the winter



second ahead of Fred Hanks—both Nortons.

Pip Harris produced the B.M.W. for the 10-lap Sidecar Handicap, but the timekeepers were too severe on him. He started scratch and never looked like winning. In fact, Bill Boddice and Jack Beeton finished first and second; they took over the lead after seven laps.

Also included in the afternoon's pro-

gramme were non-expert races for three-fifties and five-hundreds, and Bemsee championships for one-two-fives and two-fifties. Compared with the thrills of the major events, they were interesting rather than exciting. And the hoped-for 250 c.c. duel between Hailwood (N.S.U.) and Derek Minter, on Bob Geeson's R.E.G. twin, faded when the R.E.G. was brought in with lubrication trouble. Hailwood won.

Langston-Curtis Battle

Moto-Cross des Nations Teamsters Take Top Honours in Wales

WHEN it was held at Llanellwedd the Kidston Scramble was notorious for mud and rocks. "A real scramble," said some—but "too tough!" said others, so the meeting was shifted to a new course at Aberdunow where there was still mud in abundance but a complete absence of rocks. And now, as a result of alterations carried out by the Builth Wells Club, even the mud has gone—so that when competitors arrived at Aberdunow last Saturday they found what one of them regretfully described as the best grass-track in Wales!

Doubtless a wet day would have brought a very different state of affairs, but throughout most of Saturday's three-hour programme the sun shone with mid-summer warmth and machines were finishing almost as clean as when they started. An entry of just over 40 included two of the British Moto-Cross des Nations team—Dave Curtis (Matchless) and Ron Langston (Ariel)—and very much less punishing did they find the Welsh grass-land than the iron-hard surface at Knutstorp six days earlier. Despite the closeness of the International Six Days' Trial making it essential to avoid injury, these two riders gave a breath-taking display of fierce scrambling and they finished the day with honours even in the two main races.

For Dave Curtis his successes clinched his already firm grip on the 1958 A.C.U. Scramble Drivers' Star, for the Kidston is the last national scramble of 1958, and with his four points collected on Saturday Curtis finishes the season with an eight-point advantage over runner-up Don Rickman. Despite many years of brilliant scrambling, this is the first time he has won the Star.

Gwyn Chambers (499 B.S.A.) led the

opening race—for local riders—from start to finish. Similarly, 17-year-old Bill Gwynne (Greeves) never looked like being beaten in the Lightweight Race which he won by 17s from Gerald Goodwin (D.M.W.). Gwynne, Welsh Scrambles Champion for the second year in succession, rode stylishly on his Greeves but suffered minor mechanical troubles with his five-hundred B.S.A. which put him out of the two main races—the six-lap Senior and the 12-lap Kidston. Meanwhile, however, there had been a 350 c.c. race which Curtis had led throughout.

Curtis was almost last away in the 500 c.c. race, but was third on Lap 1, second on Lap 2 and first on Lap 3. Langston clung on tenaciously and finished a close second. In the Kidston Cup Race he turned the tables and staved off all attacks by the Matchless rider. Curtis, in fact, tried a little too hard—for twice he fell when within striking distance of Langston. But it was a thrilling climax to an excellent afternoon's racing.

Local Riders' Race.—1, G. Chambers (499 B.S.A.); 2, R. Morgan (498 A.J.S.); 3, A. W. Pearce (199 Triumph). **Lightweight Race.**—1, W. Gwynne (Greeves); 2, G. Goodwin (D.M.W.); 3, J. L. Harris (Greeves). **Junior Race.**—1, D. G. Curtis (Matchless); 2, G. L. Jackson (A.J.S.); 3, Goodwin (B.S.A.). **Senior Race.**—1, Curtis; 2, R. J. Langston (Ariel); 3, T. W. Cheshire (B.S.A.). **Kidston Cup Race.**—1, Langston; 2, Curtis; 3, Cheshire.

Speed on Sand

ALTHOUGH the post-war years have virtually seen the end of sand racing at other venues, support for the Wirral "100" Club's meetings at Wallasey seems to be as strong as ever. On Saturday there was an

entry of 70 solos and 20 sidecars with riders coming from as far afield as Sheffield, Scunthorpe and Chepstow.

The 12-lap Sidecar Championship saw an easy victory for R. Bateman (499 B.S.A.) who won by half a lap after being hand pressed in the early stages by R. Cunliffe (562 Ariel-J.A.P.). Indeed, Cunliffe led for a couple of laps before retiring shortly after half distance.

In the 25-lap Solo Handicap H. Hall (248 Velocette) won by an even bigger margin. He had evidently completely foxed the handicapper for his start of 4m 5s gave him a lead of three laps and, try as they might, the riders of bigger machines could make little impression on him. In consequence he was still two laps to the good when he received the chequered flag for a well-earned victory.

250 c.c. Race (5 laps).—1, L. Turner (Triumph), 4m 30.6s; 2, J. Hill (A.J.S.); 3, H. Hall (Velocette). **350 c.c. Race (5 laps).**—1, H. Durdale (Triumph-J.A.P.); 2m 54.6s; 2, P. Wilson (B.S.A.); 3, J. W. Burrell (B.S.A.).

1,000 c.c. Race (5 laps).—1, E. Wood (B.S.A.), 3m 48s; 2, S. Wilson (B.S.A.); 3, E. Chessa (Velocette). **Sidecar Race (5 laps).**—1, R. Bateman (B.S.A.); 4m 5.6s; 2, H. Cunliffe (Ariel-J.A.P.); 3, R. Hackman (B.S.A.).

Sidecar Championship (12 laps).—1, Bateman, 16m 20.6s; 2, R. E. Edge (Ariel); 3, P. H. Blease (B.S.A.). **Solo Handicaps (25 laps).**—1, H. Hall (248 Velocette), 33m 44.4s; 2, J. W. Burrell (348 B.S.A.); 3, E. Wood (499 B.S.A.).

Next Week

STAR features in next week's issue will include descriptions of the 1959 Norton, James and Surrey sidecar ranges and full details of the latest Greeves' trials models. In addition, there will be first-hand news from Bavaria on the opening stages of the International Six Days' Trial, a report on the final of the Speedway Championship of the World as well as a wide selection of regular features.

COMPETITION COMMENTARY

By RALPH VENABLES

Rally Star?

Fixtures with Observed Sections Should Not Count

Moto-Cross des Nations Lessons

THERE is much to commend the suggestion that the Auto-Cycle Union should introduce a Rally Drivers' Star. But the events listed by "Ancient Mariner" (August 28) indicate confused thinking—for he included several semi-sporting trials as well as rallies. The demarcation line must be drawn short of any trial which includes observed sections; thus such classics as the Exeter, Land's End and Sunbeam "200" trials should not be included.

A GENUINE road trial or rally can be just as difficult as a more sporting event, and nowadays it is often the best mathematician (rather than the best rider) who wins! Which, of course, is one of my reasons for deploring the use of secret checks. Slide-rule calculations have no rightful place in motor-cycle sport, and no matter how carefully a competitor keeps an eye on his speedometer and watch the whole thing can be reduced to an absurdity by secret checks where the official mileage is slightly adrift or where the timekeepers' watches happen to be a shade fast or slow.

TALKING of mathematicians reminds me that in a road trial at which I was club steward last month there were some rather intriguing question checks to test competitors' knowledge and powers of observation. The first question was: "How far have you come from the last direction on your route card?" The right answer was 1,100 yards and out of the 120 competitors only one estimated the distance correctly. Guesses ranged from 40 yards to 2,500. To a later question: "How many Halt signs have you encountered on today's route?" answers varied from none to 99. It makes you think...

SCOOTERS, as well as solos, sidecars, three-wheelers and cars were catered for in that event. And any organizer who sets out to plan such a trial—in which all types of vehicle have an equal chance of winning—is up against a very knotty problem. Yet with more and more scooters coming into the fold it is essential they be provided with interest and enjoyment and a good prospect of collecting silverware. Alex Gray, leading light of the 355 Scooter Club (which has won so

"Slide-rule calculations," says Ralph Venables, "have no rightful place in motor-cycle sport." But here at the start of the Eltham "100" Trial Fred Dorn uses a "swindle stick" as he plans his campaign.

many awards during the past two seasons) has suggested that where acceleration tests are included in a trial catering for scooters and motor cycles, the scooters should create their own standard time instead of having to compete on level terms with motor cycles. "But in all other tests," he says, "I see no reason why a well designed scooter should not achieve performances on a par with those of standard motor cycles."

TWO months ago, when forecasting defeat in the Moto-Cross des Nations, I said that our weakness was that only half the British teamsters were fully versed in the rough-and-tumble of continental scrambling. That my prophecy was correct affords me not a mite of satisfaction. I suspect that the A.C.U. officials responsible for team selection had already realized the folly of omitting Jeff Smith before the happenings in Sweden proved them wrong beyond all doubt.

ELEVEN days have passed since the Moto-Cross des Nations. I am assured by several people who travelled to Sweden that not only lack of experience was evident among our riders—but lack of stamina, too. Is that so surprising? How many British events are of anywhere near comparable length to the mileage competitors had to cover at Knutstorp on September 7? Where can British riders get the opportunity to participate in scrambles which are long enough and tough enough really to expose weaknesses?

THE truth of the matter is that only two or three British riders have this year competed in top-flight continental scrambles anywhere near often enough to warrant them a place in a Moto-Cross des



Nations team. Deprived, for various avoidable and unavoidable reasons, of the services of Jeff Smith, Geoff Ward and Les Archer, we clearly set out under a severe handicap in Sweden. Beseated by mechanical troubles, our riders did their best, and no praise can be too great for John Draper and Dave Curtis. All we can do now is hope that the Moto-Cross sub-committee will be more alive to its responsibilities when the time comes to select our 1959 team. The lessons to be learned are obvious. With the retirement of Harold Taylor from his role as team manager I find myself wondering whether Basil Hall could perhaps be coaxed into joining the managerial staff.

MY recent comments on various methods of scrambles starts have unleashed a flood of correspondence. Fred Wiggins, from Bradford-on-Avon, favours a live-engine start with left hands on rear mudguards (in preference to the hand-on-helmet method I condemned). But on some models a crafty competitor with a strong right ankle can operate the clutch with his heel (sideways) and thus have the machine already in gear and all set for the off. Bill Mills, of Llandrindod, shares Jeff Smith's preference for dead-engine starts but suggests that the starter gives competitors verbal warning of his intention to drop the flag. A shouted "one, two, three," says Mills, is of great help to riders—but I suspect that many trigger-happy types would prod their kick-starters on the word "two" instead of waiting for the "three!" One thing is certain; the method where riders line up ten yards behind their machines has been reduced to a farce by those who habitually creep forward.

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ARMADRAKE £500 ROAD SAFETY COMPETITION

HOW TO ENTER Study the list of seven suggestions for increasing Road Safety printed on the entry form. Decide which of these you think is the most important and write figure 1 against it in the small square alongside. In this way, cumber all the suggestions in what you consider to be their order of merit. Next, in a few words, offer a suggestion of your own for increasing Road Safety. Fill in your name and address, attach dealers receipt confirming your purchase of an Armadrake and post without delay.

COMPETITION RULES

1 This competition is only open to residents in Gt. Britain and Northern Ireland, other than employees of Armadrake Ltd., and associated companies and their families, the advertising agents of Armadrake Ltd., and anyone concerned with the organisation of this competition. 2 A competitor may submit up to three entries, but each entry must be submitted on a separate form. (Additional entry forms obtainable from all principal motorcycle dealers and outfitters). 3 Completed entry forms must be accompanied by an Armadrake dealer's receipt confirming the purchase by the entrant of any one of the Armadrake Coats or Suits listed below. Such receipt to be dated not earlier than September 18th. Each entry form must be posted in a correctly stamped and sealed envelope to Armadrake Ltd. The closing date of the competition will be announced in the motorcycling and scooter press. 4 No responsibility will be accepted for any entry form delayed, mislaid or damaged. 5 The prizes will be awarded to those entries, which, in the opinion of the judges, show the greatest merit. 6 No entry form will be returned and no correspondence will be entered into or interview granted in connection with the competition. 7 No competitor may win more than one prize. 8 The judges decision will be final and legally binding. 9 Copyright of all replies will belong to Armadrake Ltd. 10 A full list of prize winners may be obtained by forwarding a stamped addressed envelope to Armadrake Ltd.

PURCHASE OF ANY OF THE FOLLOWING ARMADRAKE MODELS QUALIFIES FOR ENTRY

MOTORCYCLING COATS: Meteor, Valiant, Viscount, Viscount De Luxe, Irongard.

SCOOTER COATS: Armadrake-Gannax, Scoatocrat, Scooter Queen, Scooter Princess, Speed Queen Suit.

MOTORCYCLING SUITS: Viking, Iron Duke, Iron Duke De Luxe.

ENTRY FORM

Complete, attach dealer's receipt and post in sealed envelope to:

**ARMADRAKE ROAD SAFETY COMPETITION
ST. PETER'S PLACE, LEEDS 9**

List of Road Safety Suggestions:

- ☐ 1 Learner-driver courses
- ☐ 2 Stiffer driving tests
- ☐ 3 Raise licensing age
- ☐ 4 Regular machine inspection
- ☐ 5 Safety helmets to be compulsory
- ☐ 6 Better Roads
- ☐ 7 Regular medical checks for riders and drivers

MY SUGGESTION FOR GREATER ROAD SAFETY

NAME and ADDRESS (BLOCK LETTERS)

I HAVE READ AND AGREE TO ABIDE BY THE RULES OF THE COMPETITION.

1ST PRIZE

B.S.A. 350cc H.V. Model B.31
FULLY TAXED

approx.

£250

or

LAMBRETTA
150cc Model LDB
FULLY TAXED

approx.

£175

+ £75 CASH

OR £250 CASH

2ND PRIZE **£100**

3RD PRIZE **£50**

AND 20
CONSOLATION PRIZES OF **£5**

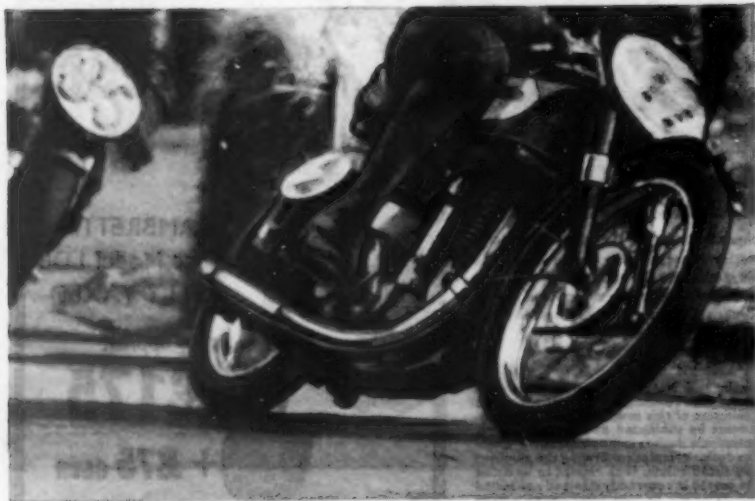
FOR YOUR PERSONAL
WEATHER PROTECTION

Armadrake

FREE DESCRIPTIVE LITERATURE FROM:
SOLE MANUFACTURERS ARMADRAKE LTD.,
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LEEDS 9.

Silverstone

Hutchinson '100' Meeting



125 c.c. Championship Race
1st DUCATI Mike Hailwood

250 c.c. Championship Race
1st N.S.U. - Mike Hailwood

350 c.c. Championship Race
1st A.J.S. - Bob McIntyre

SENIOR Championship Race
1st NORTON Bob McIntyre

(Subject to official confirmation)

all using BP Super
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Cadwell Championships

Titles for George Catlin, Mike Hailwood and Bob Robinson

MIKE HAILWOOD (N.S.U. and Norton) won the Lightweight and Junior Championships at Cadwell Park on Sunday and set up race records in doing so. The Senior Championship went to George Catlin (Norton) while Bob Robinson (998 Vincent) was undisputed master in the Sidecar Championship.

Fred Wallis (B.S.A.) led at the start of the Lightweight Championship but Hailwood took the lead up Coppice Hill and held it to the end. Catlin (MV Agusta) started badly but rapidly picked up places until on the fifth lap he lay fourth. Then he spilled on the hairpin, broke a footrest and eventually retired. However, Catlin had broken the lap record set up by himself in August; his new time was 1m 15.5s. Hailwood's time of 10m 22.2s for the eight laps was a race record.

It was Hailwood to the front again in the Junior Championship, with Catlin (Norton) second and Alan Trow (Norton) third throughout the race; all were Norton mounted. Behind them was staged a brilliant scrap in which Peter Middleton, Peter Davey, P. Chatterton and Ted Fittin, all on Manx Nortons, never put a wheel wrong. Middleton finished fourth and young Chatterton a creditable fifth. Hailwood broke John Hartle's record by exactly one second.

From a big entry, ten sidecars faced the starter in the championship final. In the front row with Robinson and his Vincent were Fred Hanks, Bill Boddice, Cyril Smith and Pip Harris, all with Nortons. The mighty Vincent surged into the lead at the start and was not to be caught.

In the Senior Championship Hailwood (Norton) could not do better than finish third in his heat, which was won by Catlin (Norton). In the final Catlin lay second to Alan Trow (Norton) in the early stages but swept past him on the ninth lap to hold his lead to the end. Tommy Wood's entry, Tony Godfrey (Norton), had what appeared to be a very comfortable ride into third place.

Flyweight Championship (4 laps).—1. P. W. Launchbury (Ikon), 8m 44.2s, 44.2 m.p.h.; 2. C. R. Denton (Ikon); 3. J. C. Hammett (Woodhouse). **Lightweight Championship** (8 laps).—1. S. M. B. Hailwood (N.S.U.), 10m 22s 2s, 57.96 m.p.h.; 2. F. Wallis (B.S.A.); 3. J. Murgatroyd (Velocette).

Junior Championship (8 laps).—1. Hailwood (Norton), 9m 40.4s, 61.99 m.p.h.; 2. G. A. Catlin (Norton); 3. A. J. Trow (Norton). **Sidecar Championship** (8 laps).—1. R. A. Robinson (998 Vincent), 10m 21.2s, 57.8 m.p.h.; 2. P. V. Harris (Norton); 3. C. Smith (Norton).

Senior Championship (20 laps).—1. Catlin (Norton), 23m 55.2s, 63.68 m.p.h.; 2. A. J. Trow (Norton); 3. T. Godfrey (Norton). **Sidecar Handicap**.—1. C. Vincent (646 B.S.A.), 11m 11s, 53.6 m.p.h.; 2. R. E. Cheney (Norton); 3. W. O. Boddice (Norton).

Team Scramble

HELD annually since 1951, the Lion Trophy Team Scramble last Sunday attracted 11 teams (three riders per team) from South-Eastern Centre clubs. The meeting took place at Church Woods, Beenham, in glorious weather. Organization, as usual, was in the hands of the South Reading Club, and the course was a mixture of grassland and muddy ruts.

The 15-lap team race was crammed with excitement from the word "go"—and the climax came when Ian Horsell pushed his 497 c.c. A.J.S. across the finishing line. He

was individual winner, but his two Streatham team-mates were far astern. And so the Sunbeam teams finished first and second.

Lion Trophy Team Race.—1. Sunbeam B: P. A. Lamber (B.S.A.), B. Parsons (B.S.A.), J. Munn (B.S.A.); 2. Sunbeam A: G. L. Jackson (348 A.J.S.), G. W. Beamish (B.S.A.), R. C. Potter (Matchless); 3. Streatham: I. S. Horsell (A.J.S.), P. Cremer (Triumph), G. King (B.S.A.). **Sidecar Scramble Race**.—1. S. Rose (J.A.P.); 2. G. T. Clements (Ariel); 3. F. E. Woodward (Matchless). **First Junior Race**.—1. A. Colman (249 Francis-Barnett); 2. H. Warner (197 Dot); 3. W. J. A. Mills (497 Matchless). **First Senior Race**.—1. P. A. Lamber (B.S.A.); 2. G. L. Jackson (348 A.J.S.); 3. I. S. Horsell (A.J.S.). **Sidecar Handicap Race**.—1. P. E. Woodward (Matchless); 2. B. Baldwin (Ariel); 3. R. Rose (J.A.P.). **Second Junior Race**.—1. M. C. Philpott (249 Greeves); 2. G. Walde (498 Triumph); 3. A. Ruddick (348 A.J.S.). **Second Senior Race**.—1. P. A. Lamber (B.S.A.); 2. G. L. Jackson (348 A.J.S.); 3. P. Cremer (Triumph).

At Curragh

IN the Leinster Club's short-circuit races at Curragh on Saturday, G. G. Carter (499 Norton) won his heat by three seconds from the scratch man, S. R. Farlow (499 Norton), who had conceded him a 20s start. In the final Carter was taking no chances and really wound up his elderly Norton to win by 15s at 67.42 m.p.h. to the 68.18 m.p.h. of Farlow, who was second. In the consolation race the scratch man, N. Orr (498 Matchless), came through on the last lap to snatch victory by half a machine's length from Frank O'Reilly (348 Norton), to whom he had conceded 50s in 16.7 miles.

Records were broken in the 350 and 250 c.c. classes. In the former, S. G. Purvis (Norton) put up R. Ferguson's 1955 records to 65.86 and 67.41 m.p.h. respectively for

race and lap. Taking part in his first race, D. Denham beat the 250 c.c. records which had stood since 1947 to E. P. Gill (Excel-a-ior). Riding Reg Armstrong's N.S.U. Sportmax, Denham averaged 60.18 m.p.h. in spite of a very bad start and lapped at 63.83 m.p.h., an improvement of over five miles an hour. No records were broken in the 500 c.c. class but Farlow was only four-fifths of a second outside the lap record and 0.24 m.p.h. slower than the race record, both made by L. Carter on the same machine.

Heat One (10 laps, 16.7 miles).—1. H. Mooney (249 Dot), handicap 1 lap and 80s, 55.32 m.p.h.; 2. J. Dunne (249 Dot), 1 lap and 80s, 55.21 m.p.h.; 3. D. Long (247 Adler), 1 lap and 70s, 55.16 m.p.h. **Fastest Lap**.—H. Mooney (348 B.S.A.), 62.50 m.p.h.

Heat Two (10 laps).—1. G. G. Carter (499 Norton), 20s, 68.67 m.p.h.; 2. S. R. Farlow (499 Norton), scratch, 67.95 m.p.h.; 3. P. McIvor (490 Norton), 1 lap, 61.08 m.p.h. **Fastest Lap**.—Farlow, 69.76 m.p.h.

Final (15 laps, 25 miles).—1. Carter, 30s, 67.42 m.p.h.; 2. Farlow, scratch, 68.18 m.p.h.; 3. H. R. Barry (348 A.J.S.), 1 lap and 15s, 62.52 m.p.h. **Fastest Lap**.—Farlow, 69.76 m.p.h.

Consolation Race (10 laps).—1. N. Orr (498 Matchless), scratch, 67.04 m.p.h.; 2. F. O'Reilly (348 Norton), 50s, 63.44 m.p.h.; 3. G. D. Forde (249 Dot), 1 lap and 80s, 54.22 m.p.h. **Fastest Lap**.—Orr, 68.96 m.p.h.

Eastern Centre Wins

SOME 5,000 spectators saw good racing at the Halstead Scramble at Little Loveney Hall on Sunday. The event was open to the Eastern, South-Midland and South-Eastern centres and was organized by the Halstead Club. In the solo events Dave Bickers and H. Halsey had some fine scraps and the Price brothers won both the sidecar races with their B.S.A. outfit from Frank Wilkins (Ariel). The inter-centre contest for the Halstead Shield was won by the Eastern Centre.

250 c.c. Race.—1. D. Bickers (Greeves); 2. T. Howard (197 Greeves); 3. J. Ford (Francis-Barnett). **350 c.c. Race**.—1. D. Smith (B.S.A.); 2. D. Rix (Ariel); 3. R. Dutton (B.S.A.). **First Sidecar Race**.—1. R. Price (B.S.A.); 2. F. Wilkins (Ariel); 3. G. Hallam (Ariel). **1,000 c.c. Race**.—1. H. Halsey (A.J.S.); 2. Rix (Ariel); 3. H. Benyon (B.S.A.). **Inter-centre Contest**.—1. Eastern, 70 points; 2. South-Midland, 60; 3. South-Eastern, 35.

Second Sidecar Race.—1. Price; 2. Wilkins; 3. Hallam. **Invitation Race**.—1. Bickers (249 Greeves); 2. Halsey (498 A.J.S.); 3. Rix (497 Ariel). **All-comers' Race**.—1. Bickers (Greeves); 2. Halsey (A.J.S.); 3. D. Smith (B.S.A.). **Non-winners' Race**.—1. M. Hill (197 Greeves); 2. T. Robinson (197 Dot); 3. P. Hammond (197 Greeves).

History takes another step forward as the last C12 B.S.A. to be made leaves the production line at Small Heath. It is superseded by the C15 Star described two weeks ago



MVs in Formula 1?

PLANS TO MAKE 100 AGUSTA FOURS FOR PRIVATE OWNERS

THERE is a widely held view that if the F.I.M. introduces formula racing next year the hey-day of the Italian multis will be over and British production singles will enjoy a new boom. Latest news from Italy suggests that things may well be otherwise, for the MV Agusta factory plans to market 100 racing fours. John Surtees, the factory's superstar rider, has high hopes of an allocation of 20 of these models for sale at his West Wickham business premises. Price in Britain is expected to be in the region of £700.

Appropos John's non-appearance in the British Championship Races at Thruxton on August Monday, the factory has finally clamped down on his riding any machine other than an MV Agusta in the remaining British meetings this season. Which means there will probably be a brace of very rapid Nortons for sale soon and Surtees may be a non-starter in those meetings unless the factory gets a model ready and shipped to England in pretty quick time. Indeed, after the Grand Prix of the Nations at Monza last Sunday, John Surtees returned to the track earlier this week to carry out tyre and other tests. Because of these commitments he will be unable to ride either at Scarborough or Brands Hatch this coming weekend. In spite of his absence Scarborough promises first-class racing, with Geoff Duke and Bob McIntyre heading a list of world-famous riders. Racing on Friday begins at 2.30 p.m. and on Saturday at 1.15 p.m. Admission charges for each day are: adults 3s 6d; children 1s 6d. Parking for cars and coaches costs 2s 6d, motor cycles 1s.

I.S.D.T. on the Air

DAILY BROADCASTS on next week's International Six Days' Trial are to be transmitted on the British Forces Network from 10.40 to 10.45 p.m. with repeats each morning from 7.25 to 7.30. With the average radio set, unfortunately, B.F.N. is not audible but for those who would like to try the frequencies are: 19.3 megacycles for the Berlin area; 91.4, Bonn; 99.3, Drachenberg; 93.0, Herford; 90.0, Verden; 89.1, Düsseldorf.

Heavy Penalties

IN THE ARMY TEAM for the I.S.D.T., Sgt. Bill Brooker was hurriedly substituted for Cfn. Bob Hart who has had his competition licence withdrawn. Following an inquiry about Hart's riding a 200 c.c. model instead of the one-fifty on which he was entered for the Lomax Trial, his 1958 licence was suspended by the A.C.U. and he is not permitted to apply for another until after April 7 next year. A similar penalty was imposed on D. J. Butterworth for riding elsewhere when entered for the Cumberland Grand National.

Greeves Engines

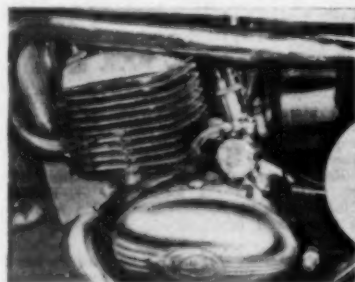
THE ENGINES to be used in all five Greeves models in the I.S.D.T. are fitted with a new type, light-alloy cylinder barrel and head of Greeves design and manufacture. The

weight is 11 lb 14½ oz including the studs and nuts. A hard-chrome deposit directly on to the cylinder bore obviates the need for a conventional liner. Wide-pitch finning, 7½ in square, is said to promote excellent cooling.

Down Under

AT THE 1958 Conference of the Auto-Cycle Club of Australia it was decided to abolish clubman road racing and to introduce in its place two grades—expert and non-expert. Streamlining of machines in conformity with current F.I.M. regulations will be adopted.

Among the other decisions was that three riders will be chosen to represent Australia in the 1959 Isle of Man T.T. Races, but without financial assistance other than that made by the British Auto-Cycle Union. However, an innovation is that a new and up-and-coming rider, selected to enter the T.T., will receive a grant of £200.



Cylinder of the International Six Days' Trial 248 c.c. Greeves engine is of new design; it is in light alloy and manufactured by Greeves

More Jersey Records

WITH A TIME of 55.3s on his second run, J. Lees-Baker (646 B.S.A.) broke the motorcycle records for Jersey's Bouley Bay Hill-climb last Thursday. Among those which he lowered was his own previous over-500 c.c. record of 56s set up at the international meeting in July. The previous holder of the record for the hill regardless of class was Allen Daghorn (499 B.S.A.) with 55.6s.

British Win

OVER 12,000 SPECTATORS watched Dick Dorrestyn (Triumph Tiger 100) win the main event at the Peoria Club's U.S.A. national championships on September 7. On the traditional Peoria ¼-mile oval track Dorrestyn beat the two former champions, Brad Andres and Joe Leonard, both mounted on Harley-Davidsons. In the 650 c.c. championship George Everett on a B.S.A. Golden Flash led the field, beating Dorrestyn as well as Andres and Leonard.

THE SCRAMBLE to have been held by the Surrey and Sussex Trials Combine at Tunnel Hill, Pirbright, on October 26, has been can-

celled owing to the increase of the W.D. land fee to £50. Writing to pass that information on, group secretary W. H. Crowe, 4, Nutfield Road, London, S.E.22, reports that there is a vacancy in the group for a South-Eastern Centre club.

PLANS for the international road races to be held at Aintree on September 27 are well under way. North-Western Centre clubmen are urgently required to act as marshals on Friday, September 26, during practising. Details from Clifford Clegg, Premier House, Great Harwood, Lancs.

THE WEST YORKSHIRE GROUP Speed Trophy has been won by the Horsford Club with 278 points (points are gained at grass-track meetings and scrambles during the season). Runner-up in West Leeds with 248 and third, Bradford with 173.

CLOSING DATE for entries to the national West of England Trial (October 4) is next Saturday, September 20, and not a week earlier as mentioned in last week's issue. Entries should be sent to Miss P. Keene, 3, Ryden Road, Kingsington, Newton Abbot, Devon.

MORE THAN 80 MEMBERS of the Ford Sports M.C.C. are to attend the Eastern Centre dinner and dance to be held in Colchester on November 15. Membership totals 150 and the club considers its support for the dinner is a remarkable effort; a challenge to better the figures is being issued to other clubs in the centre.

ANY RIDER of a two-stroke machine may take part in the British Two-Stroke Club's Touring Trial on October 19. The start will be from the Busy Bee Café at Aldenham, on the Watford By-pass, at 10 a.m. Entries will be accepted at the start. Secretary is D. W. Watt, 49, Hebdon Road, Tooting, London, S.W.17.

FAMOUS in the immediate post-war years for his racing exploits with modified two-fifty Ridges and for his development work on the B.S.A. Gold Star engine, Roland Pike has moved to New York to join the Jaguar Car Company in its service organisation. His new address is Apt. 6 W Gramercy, 99-60 64th Road, Forest Hills, 74, New York.

JIMMY HILL has become European competitions representative of Castrols and has been succeeded as the racing department's motorcycle representative of Jimmy Simpson (see, formerly of the staff of this journal. Peter Murrell, who was the European competitions representative for five years, has transferred to a sales appointment with Castrols in Denmark.

FINAL MEETING of the 1958 season at Crystal Palace, London, will be the B.M.C.R.C. Club Day on Saturday, October 4. Many of the country's leading short-circuit stars, including Alan Trow, Derek Minter, Peter Ferbrache, Bruce Daniels, Arthur Wheeler, Phil Read, Bob Robinson, Ernie Washer, Alan and Len Rutherford, John Holder, Tom Thorp and Ken James will be taking part. There will be practising in the morning. The first race will start at 1 p.m. Admission charges are: adults 3s, children 1s 6d.

IN WINNING the 500 and 750 c.c. classes of the Vintage Club's sprint at Winchford Airfield, Brian Cuff managed the standing quarter-mile in 13.13 seconds. Laurie Hartley, who had something to do with the tuning of Cuff's J.A.F. engine, thinks his performance is the best recorded for a five-hundred over the standing quarter. It is difficult to make claims because there is no official recognition of sprint records. If anyone has any helpful information to settle the query L. W. E. Hartley (289, Plumstead High Street, London, S.E.18) would like to know. By the way, times at the famous Sunbeam sprints would not be comparable because a rolling start was employed.

REGULATIONS are available for the following events: Montrose Club's open trial (September 28). Entries close September 26. Secretary is A. Noel Jolly, Mail Park House, Montrose.

The Thirsk Grand National (September 28). Entries close September 27. Secretary is R. T. Cartwright, Mousetrap, Kilburn, York.

The Sunbeam Sprint open to the South-Eastern Centre, B.M.C.R.C. and the Vintage Club (October 5). Entries close September 27. Secretary is D. Bates, 55, Chatham Avenue, Hayes, Bromley, Kent.

Sheffield and Hallamshire Club's national Hallamshire Peak Trial (October 12). Entries close September 27. Secretary is P. A. Reynolds, 248, Shireham Street, Sheffield, 1.

Brown Again

Vincent Star Fastest at M.C.C.

Stratford on Avon Sprint

MOTOR cycle entries outnumbered the cars at the M.C.C.'s sprint held at Wellesbourne Aerodrome, near Stratford on Avon, on Saturday. The R.A.F. is still in residence at Wellesbourne and its co-operation ensured a most enjoyable day. With picnic parties in the sunshine at the side of the runways and only a handful of spectators, the whole affair had more the atmosphere of a club outing than a race meeting. Organization was good and everyone had four runs over the standing quarter-mile laid out on one of the runways.

Machines were divided into standard and racing categories which catered for all capacities up to 1,000 c.c. solos and 1,200 c.c. sidecars and three-wheelers. There were few spectacular performances, though J. Terry (249 Ariel) nearly lost control once through excessive wheelspin at the start and C. Hale's Halc three-wheeler special appeared to go up the course more sideways than straight ahead on its first run.

Best time of the day was put up by George Brown (Vincent) who clocked 11.83s. Another Vincent ridden by W. Ottewill was runner-up with 12.85s. Their fastest was Howard German riding Len Cole's 596 c.c. Douglas; he returned 13.24s. M. Brierley (Metham) added yet another success to his recent list by making best time (14.07s) in the sidecar and three-wheeler category.

Vintage machines were well represented—fastest of the ten taking part was J. E. Stevens' Rudge which clocked 15.10s, a time which also gave him third place in the 500 c.c. racing category.

Standard Machines: Up to 250 c.c.—K. J. Tuppen (Ducati), 20.36s. 350 c.c.—A. R. Taylor (Velocity), 16.95s. 499 c.c.—J. A. Winfield (Triumph), 14.5s. 1,200 c.c. Sidecars and Three-wheelers.—J. W. Rowberry (Morgan), 21.90s.

Racing Machines: Up to 150 c.c.—J. H. Needham (B.S.A.), 15.56s. 499 c.c.—H. D. German (Douglas), 13.24s. 596 c.c.—C. Brown (Vincent), 11.83s. 696 c.c. Sidecars and Three-wheelers.—J. W. H. Collins (Velocity), 16.56s. 1,200 c.c. Sidecars and Three-wheelers.—M. Brierley (Metham), 14.07s.

June Figures

NEW registrations in June numbered 16,517, some 2,700 below the total in June, 1957, but well above the 1956 figure. In the solo category the totals were: up to 50 c.c., 3,083; 50 to 150 c.c., 6,060; 150 to 250 c.c., 3,920; over 250 c.c., 2,555. Sidecar totals were 2, 17, 7 and 335 respectively. Three-wheelers numbered 538.

Handy Tool Kit

LATEST product of a well-known firm of hand-tool manufacturers is a tool kit in a neat, zip-fastened leather container. Although intended primarily for car owners it could readily be carried in the cubby hole of

Small enough to be carried in a sidecar dash pocket, the Stead tool kit is supplied in a fitted leather wallet



a sidecar and would enable a number of jobs to be tackled without the necessity of opening the machine's tool box.

The case is excellently finished and contains the following: two screwdrivers (one for normal slots and the other for cruciform slots), a pair of pliers with insulated handles, a small adjustable spanner, a plug tester, a tool for checking and setting plug gaps, a tyre-pressure gauge, a roll of insulating tape and a duster. All the items are of first-class quality.

Supplies will be available from the end of this month. The makers are J. Stead and Co., Ltd., Manor Works, Cricket Inn Road, Sheffield, 2, and the price is £3 3s 9d.

Bigger Matinee

FOR its annual Midnight Matinee this year the Streatham Club has booked the Odeon Cinema, High Street, Kensington, for November 22, the second Saturday of London Show week. The cinema is at the junction of Earls Court Road and High Street, Kensington, and thus only a short distance from Earls Court.

The programme, which starts at 11.30 p.m., will include new films now in preparation, cartoons and other features. It is hoped to obtain enough income to make a donation to the A.C.U. Benevolent Fund from the sale of programmes at 2s 6d each. Admission tickets are free and applications should be made (with a stamped addressed envelope) to Norman Mace, 68, Lavenham Road, Southfields, London, S.W.18. Clubs may apply for blocks of tickets but should not overstate their requirements.

Lower Price

FROM October 6, the price of the 1959 Sun 98 c.c. Geni scooter will be reduced by £10 to £120 including £23 16s 2d purchase tax. The full range of 1959 models will be described in our columns shortly. The manufacturers are The Sun Cycle and Fittings Co., Ltd., Aston Brook Street, Birmingham, 6.

THE Liverpool Corporation has received the sanction of the Ministry of Transport to ban dogs not on leads from 11 miles of the city's roads. A similar ban has been operated in Slough, Bucks, for some time.

FOLLOWING a recalculation of purchase tax the price of the 174 c.c. Heinkel Caba Cruiser three-wheeler in Great Britain has been raised by £4 2s 6d to a total of £403 6s 6d including £83 6s 6d purchase tax. The new price became effective on September 12.

PAPER litter bags are being produced by the Mobil Oil Company for free issue from Mobil service stations throughout the country. This move follows the introduction of the Litter Act on August 7. The bags are designed to hold rubbish until it can be disposed of in a litter bin.

READERS' CORNER.—*Instruction Book Wanted.*—R. W. U. (Israel): for an ex-W.D. Model 741 Indian. *Contact Wanted.*—E. K. H. (Lee on Solent): with "Scotty" Cox who used to live in Norwood, London. C. R. (Bath): with Ner-a-Car enthusiasts.

AT the conclusion of the road-safety exhibition at the Oxford Town Hall to-morrow (Friday) evening, A.C.U. road-safety badges will be presented to the following clubmen who reside in the area: J. H. Hayes (Banbury Club), N. A. Doughty (Swindon Pegasus), Harry Taylor (Oxford Ixion).

RECREATIONAL courses on motor cycle, three-wheeler, scooter and car mechanics are held at the Wood Green Evening Institute (Glenale Avenue, Wood Green, London, N.22) and the autumn term starts on Monday, September 22. Enrolments are invited this week.

CO-AUTHOR of the play "Don't Panic Chaps" being broadcast in the B.B.C. Home Service at 2.10 p.m. on Saturday (September 20) is Michael G. Corston, the road-racing enthusiast, who wrote the story "You Cannot Lose" featuring Dr. Pass, which appeared in our last Christmas number. The play is a comedy about a party of war-time British soldiers on an island off British West Africa.

THREE staff changes announced by Victor Horsman, Ltd., the Merseyside dealers, affect well-known club members in the area. Geoffrey (Nobby) Clark, former sales manager, now becomes general manager of the motor-cycle department. Bill Quinn who has been service manager for many years is now sales manager. Keith Walker, manager of the Queensferry branch with its motor-cycle showrooms and workshops, car showrooms, filling station and club rooms, was formerly manager of the scooter department, Renshaw Street, Liverpool.

A SECOND International Metal Spraying Conference will be held in Birmingham from September 29 to October 3. Programmes and forms of application for registration may be obtained from the Association of Metal Sprayers, Barclays Bank Chambers, Dudley, Worcestershire. Many papers by experts from all over the world have been submitted and discussions will take place at the new College of Technology, Gosta Green, Birmingham. The programme also includes factory visits.

TRAINING SCHEME.—Next course for learners organized by the Cricklewood Club starts on Wednesday, September 24, at Harvist Road School, Chamberlayne Road, London, N.W.10, at 7.30 p.m. Practical riding instruction is given on Saturday afternoons on motor cycles and scooters in the Park Road area. Details may be obtained from V. J. Watts, 52, Thames Avenue, Greenford, Middx.

The Scarborough Club is to start operating the R.A.C.-A.C.U. training scheme in October and suitable machines have been promised by local dealers. Applications for places should be sent to the secretary, 14a, Aberdeen Walk, Scarborough.

THIS year's dance and cabaret organized by the London centre of the Motor and Cycle Trades Benevolent Fund will be held on Tuesday, October 28, at the Empire Rooms, Tottenham Court Road, W.1. Tickets are 12s 6d each and early applications and reservations for tables are advisable. The organizer is Mrs. Doris M. Clark, The Old Cottage, Denham Village, Bucks (telephone, Denham 2697); tickets will also be on sale at the Commercial Vehicle Show (Motor Industry stand, No. 4; Marsham Tyre stand, No. 19) and at the Motor Show (stands 73 and 530).

WEEKLY travel talks of interest to tourists in Europe will be given at St. Marylebone Literary Institute, 248, Marylebone Road, London, N.W.1, beginning at 7 p.m. on Tuesday, September 23, and at the Thames Valley Evening Institute, Fifth Cross Road, Twickenham, Middlesex, at 7.30 p.m. on Wednesday, September 24. The talks will be fully illustrated by films and slides and the lecturer is Len Black who obtains his material during tours on motor cycles. His special series of nine talks under the title "Foreign Touring for Motor Cyclists" at the Chislewick Polytechnic, Bath Road, Bedford Park, London, W.4, will begin on Friday, January 23, at 7.15 p.m. Enrolments for any of the series of talks can be accepted immediately at the institutes concerned.

★ ★ CLUB NEWS ★ ★

ALFERTON AND WEMBLEY.—September 19: Honey-house (Swan, Sudbury, 8). 21: Brands Hatch (Ace Café, 9.30). **A.M.C. Owners (Bristol).**—September 18: Dunlop demonstration (Rising Sun, Ashton Gate, 7.30). 21: Eumore (Dunster, 10.30). (Medway).—September 21: Leamington Spa. (South Eastern).—September 21: Leamington Spa (Vaushall Bridge, north side, 8.45). (South Essex).—September 21: Leamington Spa (Gants Hill, 8).

Batley.—September 18: Meeting (H.Q., 8.30). **Road Minicar (East Anglia).**—September 21: Mystery run (H.Q., 2.30). (Leicestershire).—September 18: Evening run (St. Mary's, 8). 21: Belle Vue (Parr's Garage, 8.30). (Southern).—September 20: Chipperfield Common (Apex Corner, 10). **Clydebank.**—September 21: Falls of Falloch (H.Q., 10.30). **Croydon.**—September 21: Centre team trial (Airport, 9).

Derby Phoenix.—September 21: Jones Tankard trial (Ormonston Park Hotel, 8). **Devonport.**—September 19: Tombola (H.Q., 8). 21: Carpenter's Run (Castle Pilling Station, Crownhill, 10.30). **Diss.**—September 21: Snetterton (marshals at paddock, 8.30). **Ditton.**—September 21: Run (Hampton Court, 9.30).

East Acton.—September 24: Treasure hunt (Duke of York, 8). **English Electric.**—September 21: Autumn Rally (Stafford, 3). **Etham.**—September 19: Committee meeting (12, Beverley Road, Burnhurst, 8.30). 21: Grass-track racing (Perry Street, 8 and Primrose Café, 9). 24: Talk (H.Q., 8.30). **Forest Motoring (Portsmouth).**—September 21: Camber Sands (Reg Smith's, 8.30 and 9.30).

Glasgow Speedway.—September 21: Falls of Falloch (Paisley's Corner, 10.30). **Glasgow Sporting.**—September 22: Prinegiving (H.Q., 8). **Gloucester and Cotswold.**—September 20: Aircraft Trial (Longhope, 1.30). 23: Treasure hunt (H.Q., 7.30). **Grave Park.**—September 19: Social (H.Q., 8.30). 21: Hop gardens (Green Man, 10). 22: A.G.M. (H.Q., 8.30). **Harwell.**—September 18: Tiddly winks (H.Q., 8). **Ilford.**—September 23: Natter night (Dr. Johnson, 8). **Kings Norton.**—September 19: Quiz (H.Q., 8). **L.E. Velo (Bristol).**—September 18: Somerset lanes (Bedminster Bridge, 9). (Essex).—September 24: Holiday tales (5, Lilac Avenue, Wickford, 7.30). (London).—September 20: Social (Bell, Oxford, 8). 20: Weekend at Landrindred Wells. (Manchester).—September 21: Novelty time trial (Chaddle Green, 9.30). (Midland).—September 10: Weekend at Landrindred Wells. **Lea Bridge.**

—September 21: Littlehampton (Chaises Bridge, 8.30). **Leatherhead.**—September 18: Old members' reunion (H.Q., 8). 21: Grass-track racing (Frinstead, 1). **Leavesdon.**—September 22: Meeting (Three Horsehoes, 8). **Leeds Bond Minicar.**—September 21: Main-road trial (Leach's, 10). 23: Business meeting (H.Q., 8). **Liverpool Imperial.**—September 21: Run (Tunnel, 9). 23: Full Moon Rally (Old Roan, 7.30). **London Douglas.**—September 19: Club night (H.Q., 8). 20: Burnham on Crouch (Woodford roundabout, 2). 21: Tour of Mendips (Blue Star, 9). **London Scout.**—September 21: Rustington Blue Cockatoo, 9 and Henly's Corner, 9). **Manchester Vagabond.**—September 24: Club night (Ladybarn House, 8.30). **Manar.**—September 22: Tail-story night (H.Q., 7.30). **Mertonopolis Police.**—September 22: Social (The Warren, Hayes). **Mid-Herts.**—September 18: Games (H.Q., 8). **Monte Christo.**—September 21: West Mersea (Woodbine, 10.30). 24: Mapping instruction (Woodbine, 8).

North-East London.—September 21: Orienting competition (Fox and Hounds, Hatfield Heath, 10) and Mid-Herts trial (Mill Hill Garage, near Hatfield, 10.30). **Norwich Viking.**—September 21: Snetterton (Easton Red Lion, marshals, 8.30, run, noon). **Norwest Sideracer.**—September 21: Manifold Valley (Oldham Market Place, 10). **Norwood.**—September 21: Team trial (What 'O, 9.30). 24: Club night (West Norwood Tennis Club, 7.30). **Nottingham.**—September 21: Novelty run (Clifton Green, 3). **Nottingham Turnado.**—September 24: Club night (Beccleside Hotel, 8.30).

Paigley Owners.—September 19: Hendon School of Motoring (7). 21: Caversham (Ace Café, Stonebridge Park, 9). **Pendennis.**—September 19: Club night (Globe Hotel annex, Penryn, 7.30). **Pennine Range.**—September 20: Weekend at Scarborough (Conservative Club, Albert Road, 8). 21: Newby Hall (Conservative Club, 10). 24: Meeting. **Plymouth Touring.**—September 18: Beetle drive (H.Q., 21). Riding competition (Pennycook, 2). **Prima.**—September 18: Social (Queens Arms, 7.30). **Prima Eagles.**—September 18: N.S.U. dance (Stratford Church, 7.30). **Quickly.**—September 19: Meeting (Crown and Sugar Loaf, Garlick Hill, London, E.C.4, 7.40).

Ravensbury.—September 21: Wallingford (Henley town centre, 11). **Reading All-scooter.**—September 23: Club night (River Club, 8). **Recherster, Chatham.**—September 19: Tour of Sharp's toffee works (St. Peter's Street, Maidstone, 7.15). 20: Biggin Hill (Cry Way, 2). **Rookery.**—September 20: Scarborough road races (Rookery Café, Hatfield, 5). **Royal Enfield**

Owners.—September 21: Arundel Castle (St. Paul's 8.30 and What 'O, 9). **Rudge Enthusiasts.**—September 21: Bring-and-buy sale (Hoop and Grapes).

Saints.—September 18: Club night (St. Andrew's Boys' Club, Great Peter Street, 10). **Scott Owners.**—September 21: Berkshire Ridgeway (Maidenhead Bridge, 11.30). **Sidcup.**—September 21: Hythe (Perry Street lights, 9.30). **Somerton.**—September 20: Gymkhana (football ground, 6). 23: Meeting (Red Lion, 8). **Southampton Vikings.**—September 21: Club event New Garage, Western Esplanade, 10. **South Yorkshire Sideracer.**—September 20: Matlock illuminations (Barnsley Town Hall, 2 and Doncaster Race Course, 2). **Southern Sporting.**—September 21: Team trial (Tunnel and Frith Hill, Pirbright, 10.30). **Streatham.**—September 21: Club night (Red Lion, 8).

Thameside.—September 21: Riding tests (Hoo fête, near Rochester). **Trade Winds.**—September 24: Honey-house (H.Q., 8.30). **Triumph Owners (Bedford).**—September 18: Theatre visit (H.Q., 8). (Epping Forest).—September 21: Worthing (London Bridge, north side, 8). 23: Treasure hunt (H.Q., 7.30). (Leicester).—September 21: Social night (H.Q., 10). (North Wales and Merseyside).—September 19: First-aid lecture (H.Q., 8.15). 21: Secretary's Run (H.Q., 10.30). (West Midlands).—September 18: Insurance talk (H.Q., 8). 21: Brands Hatch (White Hart, 8.30). (Wolverhampton).—September 23: Road trial (Odeon, Warley, 10). 22: Fagabonds. —September 21: Brands Hatch (Highway Café, 9.30). 22: Club night (Bull's Head, Turnford). **Vickers Armstrongs.**—September 21: Brands Hatch (H.Q., 9). **Vincent H.R.D. Owners (Aldershot).**—September 23: Club night (King's Head, Ash Street). (Coven-try).—September 19: Club night (Phantom Coach). (Derby).—September 18: Club night (Ormonston Park Hotel). (East Midland).—September 18: Club night (Fox Hotel, Baxter Gate, Loughborough). (Mansfield).—September 18: Club night (William IV, Sutton Road). (Merseyside and North Wales).—September 19: Club night (8). (Oxford).—September 19: Talk (The Chequer, Horsham). (South London).—September 19: Club night (T.A. H.Q., Bromley Road, Catford). (West London).—September 22: Club night (Ickenhram Community Centre). (West Riding).—September 21: Morecambe (Skipston, 9).

Walling Association.—September 21: Sports (Studham Common, 9.30). **West Essex.**—September 21: Pangbourne (Walthamstow Bilet, 9.22). Visit of Dunlop representative (H.Q., 8). **West Leeds.**—September 18: Business meeting (H.Q., 8). **West Midlands Amateur.**—September 21: Group trial (Waddesdon, near Aylesbury, 11). 22: Committee meeting (19, Lingwood Gardens, Ipswich, 8.30). 24: Country house night (Betchworth Heath, 8). **Weybridge.**—September 21: Weybridge Cups Trial (Woking cross-roads, 10). **Witley.**—September 17: Film show (H.Q., 7.30). **Wolverhampton.**—Autumn Convoy Trial (Red Lion, Shatterford, 10.30). **Wood Green.**—September 21: Mid-Herts trial (Alexander Palace, 10). 24: Extraordinary general meeting (H.Q., 7.30). **Wycombe.**—September 19: Club night (Nag's Head, 8). **Yeo Vale.**—September 20: Hospital market (Yeovil, 2.30). **THE CLUBMAN**

IMPORTANT EVENTS

Friday, September 19 and Saturday, September 20.—Scarborough: International road races, Oliver's Mount circuit, 2.30 p.m. on Friday, 1.15 p.m. on Saturday.

Saturday, September 20. **Speedway Championship of the World,** Wembley Stadium, 7.45 p.m. **Glamorgan:** Cambrian Trial, Church Hall, Penllengar, near Swansea, 12.30 p.m. **Ireland:** Scramble, Killinchy, 3 p.m.

Sunday, September 21.—**Brands Hatch:** National road races, 2.15 p.m. **Snetterton:** Road races, 1 p.m. **Middlesex:** Grass-track racing, Grosvenor Playing Fields, Hayes, 2.15 p.m. **Kent:** Grass-track racing, Valley Grass Track, Frinstead, near Maidstone, 1 p.m. **Perthshire:** Scottish Experts' Trial, Tyndrum, 10.30 a.m. **Lincolnshire:** Wise Trophy Scramble, Quarry Farm, Lancaster, near Grantham, 2 p.m. **Dorset:** Lulworth Castle Championship Scramble, Lulworth Castle Park, 2 p.m. **Wiltshire:** Grass-track Championships, Amstey, Salisbury, 2 p.m. **Wessex:** Sporty Boys' Trial, Dunes Café, Stavely, Kendal, 11 a.m. **Surry:** Trial, Tunnel Hill, Pirbright, 10.30 a.m. **Sussex:** President's Cup Road Trial, Castle Café, Hockstead, on the London-Brighton road two miles south of Bolney, 10 a.m.

Lancashire: Trial, Red Lion Hotel, Newburgh, 11.30 a.m. **Derbyshire:** Group solo trial, Red Lion Inn, Stonehouse, near Chesterfield, 11 a.m. **Somerset:** Blindmoor Moto-crocs, Blindmoor Farm, Buckland St. Mary, near Chard, 3 p.m. **Shropshire:** Grass-track racing, Doddico Grange, Childs Ercall, near Market Drayton, 2 p.m. **Cambridgeshire:** Littleport Trophy Scramble, Ayres Farm, off A10, Ely, 2 p.m. **Durham:** White Brothers Trial, Gandale Moor, 11 a.m. **Hampshire:** Kennington Trophy Trial, car park behind fire station, Alton, 10.30 a.m. **Oxonshire:** Scramble, Oxenbourne Farm, East Meon, near Petersfield, 1.30 p.m. **Warwickshire:** Scramble, Alcon Hill, Quinton, near Stratford on Avon, 2 p.m. **Five of Clubs Trial,** Howard Arms, Ilmington, three miles north of the Chipping Campden-Shipston on Stour road (B4035), 10 a.m. **Cheshire:** Scramble, Sutton Hall Farm, near Middlewich, 2 p.m. **Yorkshire:** Yorkshire Grand National, Booth House Farm, Denholme, near Bradford, 2 p.m. **Berkshire:** Moto-ball, Border v. Rochdale, Broomhall Farm, Broomhall Road, Sunningdale, 3 p.m.

Monday, September 22, to Saturday, September 27.—**International Six Days' Trial,** Garmisch-Partenkirchen, Bavaria.

FOR two weeks beginning next Monday, the North Cheshire Joint Road Safety Committee will be conducting a vehicle lighting campaign. Owners may have their lighting checked with a Lucas Beamtester free of charge at the following locations between 4 and 7 p.m.: Sale, —September 22 to 24, Rostes Service Station car park, Cross Street (west side), Altrincham. —September 25 to 27, Stonemason's Arms car park, Stockport Road, Timperley, Knutsford. —September 29 to October 1, public car park, Cinema Street, Lymm. —October 2 to 4, Lymm Cinema car park.

LATEST list of winners of road-safety badges awarded to clubmen through the Auto-Cycle Union is as follows: D. Jones (Aberavon), J. C. Callaghan (A.T.M., Liverpool), J. H. Haynes (Banbury), R. L. Field (Barnsley), B. A. Seal (Basingstoke), F. Bort (Buxton), A. Swann (Lambretta), J. Burnett (Mercury, Scarborough), H. Taylor (Oxford Union), G. Garforth (South Leeds), G. Dangerfield (Winchester), F. Lackey (Wayfarers, Slough). Following an approach by several club secretaries for more time to submit recommended names, the A.C.U. has decided to extend the date for the close of nominations to next Saturday.

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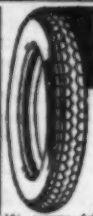
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AMBASSADOR—Manufactured by Ambassador Motor Cycles, Ltd., Ascot, Berks. Tel. Winkfield Row 3153-5. [C0098/R]

GODFREYS, Ltd., Ambassador dealers all depots. See display advert. [C1052/R]

GIFFS OF SOUTH HARROW for new Ambassadors: terms, exchanges.—308, Northolt Rd., BYRON 2484. [C1053/R]

IMMEDIATE delivery of Ambassadors.—F. W. Clark, 500-568, London Rd., Thornton Heath. Tel. The 4987. [C1163/R]

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WHITBYS OF ACTON—Biggest dealers in the Home Counties for Ariels; immediate delivery; h.p.; exchanges.—275, Acton Vale, London, W.3. She. 5355. [C1128/R]

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ARCHER OF ALDERSHOT for Ariel, etc., spares and service.—Victoria Rd. Tel. 323. [C0362/R]

HAYEN, Ltd., main agents; part exchanges, terms; service and repairs.—162, High Rd., Ilford 03412. [C0540/R]

SALES & WANTS

Turn to page 47 for
Advertisement Form

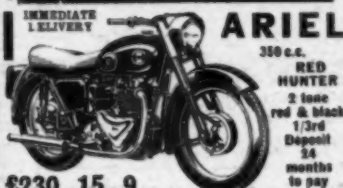
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ROWLAND SMITH'S, the B.M.W. buyers.—Hamstead High St., London, N.W.3. Ham 6041.

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B.M.W. SPARE PARTS

A.F.N. Ltd., sole concessionaires for B.M.W. spares.—Falcon Works, London Rd., Isleworth, Middx. [Hounslow 0011.] [H1189/R]

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GEORGE GROSE.—Sole Bown spares.—Service Concessionaires, 634, High Rd., Finchley, Hillsdale [Q199/R]

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125 gns.—B.S.A., 1955, 350cc B31, swing arm, extras, exceptional.

105 gns.—B.S.A., October 1952, 600cc 2-seater combination, carefully used.

49 gns.—B.S.A., 1952, 250cc ohv, spring frame, dual seat.

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G. P. BALHAM, Ltd., offers:—

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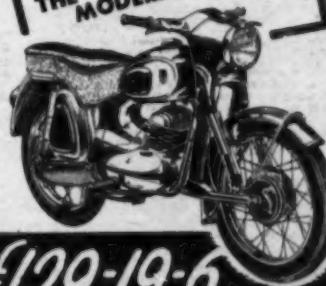
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[C1114]

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THE VALE ACTON,

LONDON, W.3

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Hours of Business: 9 a.m.—7 p.m. weekdays

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EXCELSIOR SPARE PARTS

BELLAMY'S hold the finest stock of Excelsior spares
for all post-war models; c.o.d. anywhere.—3, Lord-
ship Lane, Dulwich, S.E.22. New Cross 0664. [0811/R]

KAYS OF EALING, Ltd., Excelsior spare parts
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[S1075/R]

LONDON'S Excelsior specialists—Alec Jackson for
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FRANCIS & BARNETT, Ltd., Lower Ford St.,
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WATKINSON MOTORS

1958 models for immediate delivery; usual terms
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ROWLAND SMITH'S for Barnett

NEW models in stock

FREE tax and insurance with second-hand motor
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59gns.—Francis-Barnett, October 1954, 197cc Falcon,
swing arm, battery lighting, choice 3; terms,
exchanges; list: open 9-7 weekdays and Saturdays.

Rowland Smith, Hampstead (Tube), N.W.3, Ham. 6041.

WHITBYS OF ACTON—Immediate delivery of new
models.—273, Acton Vale, W.3. She. 5555. [C1128/R]

1957 Francis-Barnett 250cc Cruiser, s/arm, excel-
lent condition; taxed; £135.—Mossman, 15,
Hilbury Rd., S.W.17. Bal. 8994. [8503]

SLOCUMBE OF NEASEN!!! for your new Francis-
Barnett, terms and exchanges.—239-271, Neaseen
Lane, N.W.10, Gladstone 3555-3 lines. [C1115]

WHITE & MARTIN for your new Francis-Barnett;
exchanges, terms, squares and repairs.—15, Ash-
field Parade, Southgate, N.14. Palmers Green 1035.

MEETEN'S, Shannon Corner, New Malden 3110,
for immediate delivery of every Francis-Barnett
model including the new Scrambler 250 and the 175cc
Light Cruiser just introduced; lists, tuition free; longest
and lowest h.p. terms and a square deal exchange;
Francis-Barnett and Villiers spares specialists. [C1203]

FRANCIS-BARNETT WANTED

GEORGE CLARKE pay most for Francis-Barnett.—
276, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

ROWLAND SMITH'S, the F. Barnett buyers—Ham-
pstead High St., London, N.W.3, Ham. 6041. [W1114/R]

PRIDE & CLARKE—Biggest demand, highest prices.
—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1098/R]

CLAUDE RYE urgently require all models; set our
price first! H.P. accounts settled, we pay
carriage.—895-921, Fulham Rd., S.W.6. Ren. 6174. [W1031]

TO obtain the best price, make sure you get our
offer before you sell, good late models urgently
wanted.—E.S. Motors, Ltd., 325, High Rd., W.4. [W1039]

WE pay £10 more for Francis-Barnett; H.P. accounts
settled, cash balance immediately; we pay your
fare home.—Ride it to Kingsway Motors, 26-30 Caver-
sham Rd., Reading, Open 9 a.m. to 9 p.m. 6 days,
Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1039]

FRANCIS-BARNETT SPARE PARTS

WATKINSON MOTORS, official stockists, 158,
Stockwell Rd., S.W.9. Brix. 2856. [S1174/R]

HOK STREET GARAGE, Ltd.—Genuine spares;
c'nter, c.o.d., trade.—414, Hoe St., W'stow, E.17.
Tel. Cop. 1710. [0270]

KAYS OF EALING Ltd., Francis-Barnett spare parts
stockists.—Trade supplied; quotations or c.o.d. by
return.—8-10, Bond St., Ealing, W.5. Ealing 1897/R.

MEETEN'S, Shannon Corner, New Malden 3110,—
Britain's first Francis-Barnett distributor and
still the best source for all your F.-B. and Villiers sup-
plies; trade supplied. [S1203]

GILERA

PRIDE & CLARKE—All models; highest exchanges;
pay deposit and ride away, tax and insurance
included in terms; by return spares service.—Stock-
well Rd., S.W.9, Brixton 6251. [C1098/R]

GREEVES

GREEVES MOTOR CYCLES, Manor Trading Estate,
Church Rd., Thundersley, Essex. South Benfleet
2761.

THE thrill of a lifetime when you own the new
250cc Fleetwing twin; send your address for details.
[0012/R]

ARCHER OF ALDERSHOT for Greaves, etc.; jobs
and service.—Victoria Rd., Tel. 323. [0355/R]

SLOCUMBE OF NEASEN!!! for your new Greaves;
terms and exchanges.—239-271, Neaseen Lane,
N.W.10, Gladstone 3555-3 lines. [C1115]

COMERFORDS for Greaves and 1,000 other machines;
lowest possible h.p. rates.—Portsmouth Rd., Thames
Ditton. [C1006]

GREEVES Main Dealers.—New models available, im-
mediate delivery.—G. F. Balham, 2b, 2c, & 197,
Balham Hill, S.W.12. Battersea 1107, ext. 4. [C1091]

GREEVES

PALMERS—Immediate delivery of Greaves Scottish Trials and Handcraze scrambler models; exchanges and terms.—51, Stanley Rd., Teddington, Molesey 1646. [C1003]

HARLEY-DAVIDSON

NEW and used machines in stock sold with written guarantee and backed with our 100% after-sales service; all spare parts available.—F. H. Warr, Ltd., 611, King's Rd., Fulham, S.W.6. Renown 2954. [C1001]

HARLEY-DAVIDSON SPARE PARTS

CLAUDE RYE, Ltd.—The largest stock in the world; brand new Harley spares and accessories; list available; trade and export inquiries welcomed.—955-921, Fulham Rd., S.W.6. Renown 5174. [B1105/R]

HEINKEL

COULSDON MOTOR CYCLES offer:—

1957 Heinkel 174cc scooter, 6,000 miles only, spare wheel, clock, screen, cost over £300 now, fitted 1958 Surrey Rambler s/c, super bargain; £149; terms, exchanges; main James agents.—306, Brighton Rd., Coulsdon, Surrey. 7987. [C1011]

INDIAN SPARE PARTS

CLAUDE RYE, Ltd.—Huge stocks of brand new s/c, W.D. Indian, spares and accessories at rock-bottom prices; lists available; trade and export inquiries welcomed.—955-921, Fulham Rd., S.W.6. Renown 5174. [B1105/R]

JAMES

NORTH LONDON—Tele. Autos for James sales and service.—18, Turnpike Lane, N.8. [0123/R]

ARCHER OF ALDERSHOT for James, etc.; spares and service.—Victoria Rd., Tel. 325. [0071/R]

WHITBY OF ACTON—Immediate delivery of new models.—273, Acton Vale, London, W.3. She. 5355. [C1128/R]

SLOCUMBER OF NEASDEN!!! for your new James: terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355—4 lines. [C1115]

142 gns.—James, April 1956, 249cc Commodore, swinging arm, 1,301 miles; terms, exchanges.—Rowland Smith, below.

105 gns.—James, 1957, 197cc swinging arm, battery, dual seat, carefully used, choice s/c, free tax and insurance; terms, exchanges; list, open 9-5 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

MEETEN'S, Shannon Corner, New Malden, Tel. 3110 for immediate delivery of every model of the James range including the new 175cc 4 speed Cavalier at £149/14; other models from £38/11/1; lowest longest permissible h.p. terms, free expert tuition; James and Villiers' uneatable spares service, trade supplied. [C1203]

JAMES WANTED

CLAUDE RYE urgently require all models, get our price first! H.P. accounts settled. We pay carriage.—955-921, Fulham Rd., S.W.6. Ren. 6174. [W1105/R]

To obtain the best price, make sure you get our offer before you sell, good late models urgently wanted.—E.S. Motors, Ltd., 325, High Rd., W.4. [W1031]

WE pay £10 more for James: H.P. accounts settled, we pay cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading, Open 9 a.m. to 5 p.m., 6 days, Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1039]

JAMES SPARE PARTS

MEETEN'S, Shannon Corner, New Malden 3110, are the best source of supply for your James and Villiers spares; trade supplied. [B1203]

O'NEILL BROS., Ltd.—All post-war spares, Villiers spares and exchange units, full postal service, trade supplied.—The Broadway, N.W.3. Hendon 8629. [B1179]

KAYS OF KALING, Ltd.—James spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Kaling, W.5. Eal. 2387. [B1075/R]

J.A.P.

J.A.P. world service, engines and spares, retail, wholesale, export.—Alec Jackson Motor Export, Ltd., 1006, Harrow Rd., London, N.W.10. Ladbroke 2792. [C1008/R]

JAWA

SOLE U.K. concessionaires for 175cc Jawa scooters S and 250 350cc motor cycles.—Industria (London), Ltd., 248, Holloway Rd., N.7. North 6381. [0216]

JAWA SPARE PARTS

NORMAN STOKES MOTOR CYCLES, U.K. distributors for all Jawa and CE spares and services; trade enquiries invited.—J. Vernon Ltd., Wellingborough Rd., Northampton, Tel. 1308. [0106/N]

LAMBRETTA

LAMBRETTA—Lusham's Motor Cycle House; exchange, h.p. terms.—Tel. 5243 Preston. [0044/R]

LAMBRETTA—Sole concessionaires U.K., Lambretta Concessionaires, Ltd. Head office and sales, Beverley Works, Kingston By-Sea S.W.20. Tel. Malden 7721. Service station, 215/219, Broadway, Wimbledon, S.W.19. Tel. Liberty 7621. Spares and accessories, 424/426, Kingston Rd., Raynes Park, S.W.20. Tel. Cherrywood 2204. [0475/R]

GEORGE CLARKE WANTED 3000 MOTOR CYCLES COMBINATIONS SCOOTERS 3 Wheelers For TOP CASH or PART EXCHANGE 1959 MODELS

- Cash on the spot or 24 hours post.
- H.P. Accounts settled.
- Any make or model purchased.
- England's Leading Postal Purchasers.
- Quotation without obligation by return of post.
- Carriage Paid.
- Representative will call in London area.
- Trade enquiries invited.

Wherever you live it will pay to sell your motor cycle to George Clarke who pay most. Just read what our postal customers say:

101, Cardiff Road, North End, Portsmouth, Hants.

Dear Sir,

I am very much obliged and grateful for the cheque which I received. Both my wife and I wish to thank you for the splendid way which you dealt with the matter. I wish to say that you are the best firm I have dealt with up to yet. Anyone wishing to be recommended to a firm will be told by me to go to Geo. Clarke Motors. Thanking you all once again for your kindness. I remain,

respectfully,

(Signed) R.C.C.

P.S. If you wish to use my letter for advertisement print you are quite at liberty to do so.

Please give top cash offer for my
Please give top exchange allowance for my
Make Year
Model c.c.
Sidecar Chassis
Model Year
Condition
Price required
Name
Address

WRITE, PHONE OR CALL NOW

276 BRIXTON HILL, S.W.2 Phone: Tulse Hill 3611
275 HIGH ST., ACTON, W.3 Phone: Acton 6948

LAMBRETTA

SPEEDWAY OF ACTON.

EXCLUSIVELY scooters.

HUNDREDS of new and used machines at our new showrooms.

EXAMPLE

1958, 150cc Mark III, smoke blue and white, £30 under list.

THREE months guarantee used machines.

310—314, Uxbridge Rd. 304, High St., Acton Acorn 5051-2. [C1121]

ROWLAND SMITH'S for Lambretta

NEW scooters and truck in stock.

FREE tax and insurance with second-hand scooters

95 gns.—Lambretta, late 1956, 150cc LDB, extra, excellent condition, choice 6 Lambrettas; terms, exchanges; list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

MATTHEWS OF STOCKWELL, Ltd., 55, Stockwell Rd., S.W.9.

1958 Lambretta 150cc, screen, s. wheel and many other extras, as new; £145.

1957 Lambretta with every conceivable extra; £129.—Brixton 6555. Terms and exchanges.

GODFREYS, Ltd., appointed dealers all depots, including Leytonstone.—See display advert. [C1052/R]

WHITBY'S for bargains in used Lambrettas.—273, Acton Vale, London, W.3. Shep. Bush 5355. [C1128/R]

PRIDE & CLARKE, Ltd., Lambretta specialists all models, exchanges welcomed.—158, Stockwell Rd., S.W.9. Brixton 6251. [C1008/R]

SLOCUMBER OF NEASDEN!!! for your new Lambretta; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355 (6 lines). [C1115]

WHITE & MARTIN for the Lambretta Scooter, immediate delivery; spares and accessories; h.p. terms, part exchange, etc.—19, Ashfield Parade, Southgate, N.14. Palmers Green 1035. [C1052/R]

NEW Lambrettas from £23/19/2 down, 24 instalments £2/4/3 (cash price £71/17/6); reduced hire purchase and insurance rates.—H. A. Saunders, Highfield, London, N.W.11. [0035]

J. J. DOUBLE (MOTOR SALES), Ltd., 1958 Lambretta agents; terms, spares, service, repairs.—123, Midway Parade, Cranbrook Rd., Barking, Ilford, Tel. Val. 0191. [C1119/R]

O'NEILL BROS., Ltd.—Visit our new scooter showroom, full range of machines, spares, accessories and clothing, riding instruction given.—190, The Broadway, N.W.9. Hendon 8629. [C1179]

COMERFORDS for Lambrettas, new and second-hand, exchanges; terms; we offer first-class service facilities and are appointed Lambretta service agents.—Forsyth Rd., Thames Ditton, Esherbrook 5551. [C1008/R]

ELITE MOTORS for your new Lambretta, every model for immediate delivery; spares, accessories and officially appointed Lambretta service station.—951, Garratt Lane, Tooting Broadway, S.W.7. Belham 1200. [C1169/R]

RENNO'S—Specialists, sales and repairs; latest du-colour 150cc models, immediate delivery; self-financed terms, 24 months to pay; one only brand new sports model D 150cc, listed £122/10, Renno's price £115/15.

RENNO'S for first-class used models.—1956-7 battery model 150cc, pillion, many extras; £110 gns.

RENNO'S—1955-6 150cc, du-colour, pillion, screen, carrier; 69 gns; terms £3/4/7 monthly.

RENNO'S—Excellent 1954, du-colour finish, pillion, screen, 69 gns; join deposit club, pay what you like when you like, send for details.—232, Upper St., Millington, R.1. Can. 2081. [C1104]

SPECIAL offer: 1957 Lambretta FD 150cc commercial lightweight delivery 3-wheeler, very low mileage, with large well-built van body, 6cwt capacity, cut your costs the easy way; list price £280, our clear, save price £169.

BEST selection, best exchanges, best terms, best buy your new or used Lambretta from the best in the business.

NAYLOR & ROOT, Ltd., Motor Cycle House, 25, East Hill, S.W.18. Battersea 2252. [C1008/R]

CONTINENTAL SCOOTERS, Ltd., Britain's oldest all-scooter distributors, one-third deposit, exchanges, terms.—225-7, Westminster Bridge Rd., E.1. Wat. 8103, 157, Old Brompton Rd., S.W.5. Frs. 1844. 163, Finchley Rd., N.W.3. Wel. 3767. [0211/R]

LAMBRETTA WANTED

ROWLAND SMITH'S the Lambretta buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

GEORGE CLARKE pay most for Lambretta.—276, Brixton Hill, S.W.2. Tulse Hill 3611. [W1019]

PUTNEY AUTOS purchase good used Lambrettas; exchanges, etc.—253, Putney Bridge Rd., S.W.15. Putney 1188. [W1138/R]

CLAUDE RYE urgently require all models, get our price first! H.P. accounts settled, we pay carriage.—955-921, Fulham Rd., S.W.6. Ren. 6174. [W1105/R]

To obtain the best price, make sure you get our offer before you sell, good late models urgently wanted.—E.S. Motors, Ltd., 325, High Rd., W.4. [W1031]

WE pay £10 more for Lambretta; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30 Caversham Rd., Reading, Open 9 a.m. to 5 p.m., 6 days, Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1039]

LAMBRETTA SPARE PARTS

SPEEDWAY OF ACTON, largest Lambretta stockists in Great Britain; all spares and accessories; same day c.o.d.—514, Uxbridge Rd., W.3. Acorn 5031-2. [51121/R]

PALMERS for Lambretta spares and service.—81, Stanley Rd., Teddington, Molesey 1646. [51003/R]

GENUINE Lambretta spares, 125/150, prompt c.o.d.—R. Mallaby & Co., 144, Micklegate, York, 24017. [0073/R]

MARBLE ARCH MOTOR SUPPLIES, Ltd., Camberwell Green, Lambretta spares, accessories, service; rapid c.o.d.—Rodney 2181. [0263/R]

MOORES OF TOTTENHAM for genuine Lambretta spares and accessories.—649-653, High Rd., Tottenham, N.17. Tel. Tottenham 2440. [0161/R]

GODFREYS, Ltd., for special Lambretta service, spares, factory trained mechanics, all special tools; 7 depots in the London area.—See display advertisement. [51052/R]

ASTON AUTO MOTORS OF BIRMINGHAM—Complete range Lambretta spares and accessories; trade and retail; prompt c.o.d.—172-177, Aston Rd., Birmingham, 6. Aston Cross 3501-2. [0490/R]

LAMBRETTA SERVICE

ELEANOR MOTORS, 265, Mare St., Hackney, E.8, for sales, spares, service, repairs.—Amherst 5134/3923. [0512/R]

ELEANOR MOTORS (STADIUM)—East London's fully equipped service station, sales, spares, repairs.—36-106, Lea Bridge Rd., Clapton, E.5. Amherst 6066. [0524/R]

MAICO

MAICO (GREAT BRITAIN), Ltd., 61a, Gloucester Rd., S.W.7. Tel. Fremantle 4519-8. Spares and workshops: 23, Astwood Mews, S.W.7. Tel. Fremantle 5519. Sole concessionaires U.K. for Malcoletta 247cc and 271cc super scooter and Malcomobil 197cc, totally enclosed. All spares from stock. [0602/R]

GODFREYS, Ltd.—Appointed dealers all depots, including Leytonstone, E.11. See display advert. [01052/R]

SLOCUMBS OF NEASDEN!!! for your new Malcoletta; terms and exchanges—239-271, Neasden Lane, N.W.10. Gladstone 3555 (8 lines). [01115/R]

EARLY deliveries of these models are usually possible if you order now through Nick Lancaster—55, Whitgate Drive, Blackpool, Tel. 24720. [0147/R]

EAST HILL MOTORS, Ltd., for your new Malcoletta or Malco Mobil; immediate delivery from stock; demonstration models available. [0026/R]

TERMS and exchanges; genuine after-sales service.—57, East Hill, Wandsworth, S.W.18. Vandryke 6651. [0026/R]

CLAUDE RYE—Immediate delivery new Malcos. Choice of colours, terms.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [01105/R]

1957 Malco Mobil, excellent, low mileage; £150.—Haddrell, 15, Boswell Rd., Thornton Heath, Surrey, evenings. [5915/R]

MATCHLESS

MATCHLESS MOTOR CYCLES, Plumstead Rd., S.E.18. Tel. Woolwich 1223. [0102/R]

MATTHEWS OF STOCKWELL, Ltd., 55, Stockwell Rd., S.W.9. [0563/R]

1957 Matchless G9 500 twin with many extras, 5,000 miles only and as brand new; £199. [01098/R]

1956 Matchless G9 500 twin, 5,780 miles only, many extras; £169. [01098/R]

1957 Matchless G3L 350, s/arm, 3,200 miles and as new; £159. [01098/R]

1956 Matchless G3L 350, s/arm; £139. [01098/R]

1952 Matchless G9 500 twin, springer; £125. [01098/R]

1949 Matchless G3L 350 at £29.—Brixton 6555. Terms and exchanges. [01122/R]

ACHERS OF ALDERSHOT for Matchless, etc., spares and service.—Victoria Rd., Tel. 325. [0563/R]

SLOCUMBS OF NEASDEN!!! for your new Malcoletta; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3555—8 lines. [01115/R]

WHITTAKERS OF BLACKPOOL for your new Matchless, immediate delivery from stock.—19, Cookson St., Blackpool, Tel. 24828. [01139/R]

WHITES OF ACTON—New models in stock; exchanges, h.p. spares.—263-275, Acton Vale, London, W.3. She. 5555 (Showrooms); She. 6785 (Spares). [01128/R]

MEETENS for Matchless, new G2 ohv 250, 1959, for immediate delivery; the wonder machine of the year; yours for only £67/12 deposit and 24 monthly rentals of £6/12 by h.p.; fairest exchanges.—Meetens for Matchless, Shannon Corner, New Malden, Surrey. [01203/R]

MATCHLESS WANTED

ROWLAND SMITH'S, the Matchless buyers.—Hamstead High St., London, N.W.3. Ham. 6041. [01114/R]

PRIDE & CLARKE—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 8251. [01098/R]

GEORGE CLARKE pay most for Matchless.—278, Brixton Hill, S.W.2. Pulse Hill 2211. [01019/R]

CLAUDE RYE urgently require all models; set our price first! B.p. accounts settled, we pay carriage.—895-921, Fulham Rd., S.W.6. Ren. 6174. [01105/R]

To obtain the best price, make sure you get our offer before you sell, good late models urgently wanted.—E.S. Motors, Ltd., 325, High Rd., W.3. [01031/R]

BARGAIN PRICES

1954 B.S.A. A10, Golden Flash, S/A, carrier, black and chromium finish, dual seat	£134 0
1954 DOUGLAS Plus 80, 350 c.c., Avon fairing, crash bars, dual seat, green and chromium finish, second engine	£168 0
1957 TRIUMPH Tiger 103, blue and ivory finish, as new	£320 0
1957 TRIUMPH Tiger 110, silver and chromium finish	£218 0
1957 TRIUMPH, Model 21, 350 c.c.	£198 0
1958 MATCHLESS, 600 c.c. Sports Twin, red and chromium finish, 5,000 miles	£313 0
1955 B.S.A. Bantam Major, 150 c.c., grey and chromium finish, spring frame, dual seat	£47 10
1950 B.S.A. Bantam 125 c.c., spring frame, needs slight attention	£26 0
1955 B.S.A. Bantam, 125 c.c., green and chromium finish, leg shields, spring frame battery lighting	£42 10
1954 TRIUMPH Terrier, 150 c.c., maroon and chromium finish, dual seat, clean	£48 0
1949 B.S.A. Star Twin, 500 c.c., chromium tank, spring frame	£39 10
1948 A.J.S., 350 c.c., good tyres, Competition model in road trim, Lucas dynamo lighting, dual seat, alloy guards, upswep pipe, clean	£39 10
1938 TRIUMPH, 500 c.c., re-registered 1951, tele forks, dual seat, blue and chromium finish, good tyres, Lucas dynamo lighting	£39 10
1954 TRIUMPH, 500 c.c. Speed Twin, maroon and chromium finish, dual seat, spring hub, exceptional	£128 0
1955 TRIUMPH Trophy, 500 c.c., S/A, dual seat	£158 0
1947 TRIUMPH, 350 c.c. Twin, black and chromium, dual seat	£35 0
1947 A.J.S., 350 c.c., black and chromium, dual seat	£45 0
1948 SUNBEAM S7, black and chromium, large tyres, screen	£48 0
1954 B.S.A., 250 c.c., 4-speed box, spring frame, dual seat	£48 0
1947 ARIEL Square Four, 1,000 c.c., tele forks, good tyres, clean	£47 10
1956 FRANCIS-BARNETT, 197 c.c., green and chromium finish, S/A, carrier, really outstanding	£108 0
1955 B.S.A., 250 c.c., 4-speed box, dual seat, spring frame, clean	£87 10
1957 FRANCIS-BARNETT, 225 c.c., Cruiser, S/A	£128 0
1954 VELOCETTE, 500 c.c. MSS, S/A, dual seat, good tyres, sound	£118 0

AS DEPOSIT RESERVES ANY OF THE ABOVE

COMERFORDS

LTD.

THAMES DITTON, SURREY

Station: SURBITON—15 minutes from Waterloo.
Open 9 a.m. till 7 p.m. Saturdays: 9 a.m. till 6 p.m.
Telephone: EMBerbrook 5531 (6 lines)

MATCHLESS WANTED

WE pay £10 more for Matchless; h.p. accounts settled, cash balance immediately; we pay your fare home.—Ride to Kingsway Motors, 24-30, Coventry Rd., Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [01059/R]

MATCHLESS SPARE PARTS

JOE FRANCIS MOTORS, Ltd.—100% Matchless spares, C.O.D. and exchange service. [01076/R]

340 Footscray Rd., New Eltham, S.E.9. Eltham 1373. [01076/R]

CLAUDE RYE, Ltd.—Matchless spares specialists.—895-921, Fulham Rd., S.W.6. Renown 6174. [01105/R]

100% service c.o.d. and trade.—E. S. Fisher Motors, Ltd., Bath Rd., Hounslow, Middx. Hounslow 1852. [01163/R]

CLAUDE RYE, Ltd.—Large stocks of spares for post-war and ex-W.D. models.—895-921, Fulham Rd., S.W.6. Renown 6174. [01105/R]

GUS KUHN—Genuine Matchless spares stockists.—275, Clapham Rd., S.W.9. Brixton 5604 and 9455. Prompt c.o.d. by return service. [0155/R]

OSGOOD & COATES, Ltd.—Matchless specialists; spares and repairs.—291-5, Old Kent Rd., London, S.E.15. New Cross 0513. [01094/R]

MARBLE ARCH MOTOR SUPPLIES, Ltd., Camberwell Green—Matchless and Burman, spares and service, rapid c.o.d.—Rodney 2181. [0263/R]

HOE STREET GARAGE, Ltd.—Genuine spares; enter; c.o.d., trade.—414, Hod St., Wistow, E.17. Tel. Cop. 1710. [0275/R]

ONEILL BROS., Ltd.—All post-war spares in stock, also Burman, Amal, Lucas, full postal service, trade supplied.—The Broadway, N.W.9. Hendon 6829. [01179/R]

KAYS OF KALING, Ltd.—Matchless spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 3367. [01075/R]

PUTNEY AUTOS—Genuine spares for post-war models, also genuine Burman gear box spares. 24-hour c.o.d. service.—263, Putney Bridge Rd., S.W.15. Putney 6887. [01138/R]

CO.D. and service units, £10,000 spares in stock.—Rapid, 64-74, Godstone Rd., Whyteleafe, Surrey. Upl. 0885 and 258-263, Haydon Rd., Weymouth, S.W.19. Cherrywood 3202-3. [01162/R]

GODFREYS, Ltd.—Matchless and Burman spares stockists; c.o.d.—226, 234, London Rd., Croydon, Cro. 3641-5, 208-210, Great Portland St., W.1. Bus. 4632-3, 418, Romford Rd., Forest Gate, E.7. Ora 1234-5, 220, Barkings Rd., E. Ham Ora 8089, 94-96, High Rd., Tottenham. Eta 5656. [01052/R]

MOTOBEGANE

KV.P. MOTORS, Ltd.—Moby 150cc scooter in stock; £149.13.6; terms.—Central Parade, Gunnersbury Lane, W.3. Acorn 6005. [01068/R]

MOTO-GUZZI

PRIDE & CLARKE—All models from £109.19.6; highest exchanges, terms, by return spares service; catalogue free.—Stockwell Rd., S.W.9. Brixton 6251. [01098/R]

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MV. DISTRIBUTORS, Ltd., Regent House, 255, Regent St., London, W.1. [0064/R]

COMERFORDS.—£238!! 1956 M.V. 250cc. low mileage. [01064/R]

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YOUNG'S—Complete stocks; prompt despatch.—20, 32, Tooting Bec Rd., London, S.W.17. Balm 7791. [01134/R]

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NORTON MOTORS, Ltd., Bracebridge St., Birmingham. [0091/R]

CONWAYS offer:—
reg. 1958 Norton Dominator 88, 6,000 miles only, one careful owner, spotless condition; £229.
1956 Norton Dominator twin s.w. arm model, many extras, and in 1958 condition; £189; h.p. terms and exchanges welcomed.
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R.S.A. '46, 500 c.c. and C/A saloon.....	480 10
NORTON '45, 500 c.c. and C/A saloon.....	480 10
ARIEL '45, 500 c.c. and C/A saloon.....	480 10
ARIEL '44, 500 c.c. and C/A saloon.....	480 10
R.S.A. '44, 500 c.c. and C/A saloon.....	480 10
B.S.A. '44, 500 c.c. and C/A saloon.....	480 10
NORTON '43, 500 c.c. and C/A saloon.....	480 10
ARIEL '43, 500 c.c. and C/A saloon.....	480 10
R.S.A. '43, 500 c.c. and C/A saloon.....	480 10
B.S.A. '43, 500 c.c. and C/A saloon.....	480 10
NORTON '42, 500 c.c. and C/A saloon.....	480 10
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NORTON '41, 500 c.c. and C/A saloon.....	480 10
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ARIEL '00, 500 c.c. and C/A saloon.....	480 10
R.S.A. '00, 500 c.c. and C/A saloon.....	480 10
B.S.A. '00, 500 c.c. and C/A saloon.....	480 10

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IMMEDIATE delivery new Norton 99 special, twin
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large inlet valve, one only in red, performance of this
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PART exchanges, h.p. terms.

ONE third deposit, balance 12, 18, 24 months.

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1951 Norton 600cc. e/a s/cr. 1957 C.Bury chassis,
sprung wheel and brake, recent rebuild: £50
o.n.o.—J. Clemons, 11, Ashvale Gdns., Chase Cross,
Romford 1041. (C1128/8)

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—Gul. 2767. (0068/R)

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—158, Stockwell Rd., S.W.2. Tel. Brixton 6251.
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CLAUDE RYE urgently require all models, get our
price first! H.p. accounts settled, we pay your fare
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To obtain the best price, make sure you get our
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(W1031)

WE pay £10 more for Norton; h.p. accounts settled,
price first! H.p. accounts settled, we pay your fare
home.—Ride it to Kingsway Motors, 26-30, Caversham
Rd., Reading. Open 9 a.m. to 9 p.m., 6 days, Sundays
11 a.m. until 5 p.m. Tel. Reading 2237. (W1039)

NORTON SPARE PARTS

C.O.D. return post.

NORTON gear box spares

JOE FRANCIS MOTORS, Ltd., 340, Footscray Rd.,
New Eltham, S.E.9. Eltham 1373. (0156/R)

TAYLOR MATTERSON.

NORTON spare parts specialist; largest selection of
new genuine Norton spares in the south of Eng-
land; all available parts in stock prompt c.o.d. service.
—Call, write or phone 74, Bedford Hill, Balham,
S.W.12. Balham 4201-2. (0351/R)

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spares service, c.o.d. by return.—85, Dartmouth
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CLAUDE RYE, Ltd.—Large stocks of spares for pre-
war and ex-W.D. models; list free.—895-921, Ful-
ham Rd., S.W.6. Renown 6174. (81105/1/R)

KAYS OF KALING, Ltd. Norton spare parts
stockists. Trade supplied, quotations or c.o.d. by
return.—8-10, Bond St., Kaling, W.3. Bal. 2387.
(81075/R)

GEORGE CLARKE

COMBINATIONS (Cont.)

at 276 1/2 High Street, Acton		
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R.S.A. '50, 500 c.c., M.20, teles., Wat. Maxitoke C/A saloon		490 10
PANTHER '50, 500 c.c., Wat.-Albion saloon.....		500 10
SUNBEAM '50, 500 c.c., 8 A spe., Novel Sports.....		500 10
R.S.A. '51, 400 c.c. Twin, spr., Garned 500 M. II ch.		510 10
EXCELSIOR '50, 350 Sports Twin, spr., Windsor Tourer		510 10
KNIFIELD '54, 400 c.c., 22, '54 Wat. Maxitoke 5.5 D/A		510 10
R.S.A. '52, 450 c.c. Twin, spr., 8.5 C/A saloon.....		510 10
R.S.A. '50, 500 c.c., M.21, C/Bury 1-1/2, D/A sal., C/Bury ch.		510 10
PANTHER '52, 400 c.c., M.100, Swallow Commodore D/A		510 10
PANTHER '57, 600 c.c., teles., Swallow Viscount		510 10
D/A saloon.....		510 10
R.S.A. '54, 400 c.c., teles., spr., Wat. Maxitoke 5.5 D/A		510 10
R.S.A. '53, 450 c.c., A106, spr., Wat. Ascot sal., V021 ch.		510 10
A.J.E. '55, 500 c.c., warm, Wat. Ascot sal., V021 ch.		510 10
A.J.E. '55, 500 c.c., B.228, ex., Miller spec., B.A. ch.		510 10
VICTOR '50, Black Shadow '53 C/Bury C/A saloon.....		510 10
R.S.A. '55, 500 c.c., B.33, spr., Wat. Avon, V021 ch.		510 10
PANTHER '55, 600 c.c., 1000, Wat. Maxitoke 5.5 D/A		510 10
VICTOR '50, 1000 c.c., Engle, B.A., Garned 1000 sports		510 10
M. II chassis		510 10
PANTHER '57, 600 c.c., 1000, Wat. Maxitoke 5.5 D/A		510 10
Demolished adult saloon, 210 miles		510 10
R.S.A. '57, 600 c.c., Wat. Ascot saloon, V021 chassis.		5175 10
R.S.A. '54, 450 c.c. Twin, spr., Birmingham, B.228 ch.		5175 10
TRIUMPH '54, 650 c.c. Twin, w/b, Garned 8.9 M. II ch.		5175 10
TRIUMPH '54, 650 c.c. Twin, w/b, Garned 8.9 M. II ch.		5175 10
TRIUMPH '56, 450 c.c. Twin, w/b, 7110e C/A '71 ch.		5190 10
TRIUMPH '56, 450 c.c. Twin, w/b, 7110e C/A '71 ch.		5190 10
R.S.A. '57, 650 c.c., A106, Cherry C/A saloon, GBXC		5200 10
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1953 Meteor, many extras, enthusiast maintained,
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- '68 TRIUMPH 6T Thunderbird 650, 500 cc, alloy, carrier;
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- '68 B.S.A. A10 Golden Flash 650, 500 cc, frame, disc; match-
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- '68 ARIEL VH Red Hunter 500 cc, alarm, alarm; Bonmar
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- '68 ARIEL PH Thunderbird 650, 500 cc, alloy, chrome;
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- '68 WORTON 90 600 Twin, featherbed frame; Garmad 600
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- '68 B. ENFIELD Motor 750 Twin, big quiet motor;
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- '68 B. ENFIELD Motor 750 Twin, maroon, alarm, alarm;
Swallow Vincent 3-wheel full-door saloon..... 6230
- '68 ARIEL VH 500 cc, alarm, alarm; Swallow jet 50
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- '68 TRIUMPH 6T Thunderbird 650, alarm, disc; Garmad
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Order parts for all models from 208, Gt. Port-
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69 gns.—Sun, late 1952, 197cc, lightweight spring
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75 gns.—Sunbeam twin, 1951, 500cc ohv 88, dual
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MILLARS MOTORS (MITCHAM), Ltd., official Sun-
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[0533/R]

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1907 JAMES, "Commodore," 250 c.c., swinging arm, dual seat, immaculate grey and blue	£120
1907 TRIUMPH, Tiger Cub, 250 c.c., swinging arm, dual seat, windshield, lively motor	£115
1902 MATCHLESS, G408, 500 c.c. O.H.V., swinging arm, dual seat	£112
1906 FRANCIS-BARNETT, 225 c.c. Cruiser, swinging arm, dual seat	£105
1906 FRANCIS-BARNETT, Falcon 197 c.c., swinging arm, dual seat, panner carrier, one owner	£95
1902 BUREAU, 47, 250 c.c. O.H.V. Twin, shaft drive, spring frame, pillion, new tyres, mid green finish	£80
1904 B.S.A., C11G, 250 c.c. O.H.V., spring frame, dual seat, maroon and chrome	£70
1905 ARIEL Colt, 200 c.c., spring frame, dual seat, good condition	£70
1903 VELOCETTE, LE, 200 c.c. Silent Twin, spring frame, pillion, panners, Stone finish	£60
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1905 TRIUMPH, 150, 500 c.c. O.H.V., swinging arm, dual seat, Avon fairing, with 1907 Watsonian Ascot single seater saloon sidecar. Full door. Matching finish	£210
1905 HORTON, 150, 500 c.c. O.H.V., swinging arm, dual seat, windshield with Watsonian Avon sports sidecar	£105
1906 B.S.A., A7, 500 c.c. Twin, spring frame, dual seat with child adult saloon sidecar	£80
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1.5 H.P. Deposit Terms immediately available for new and used mopeds, motor cycles, scooters and 3-wheelers

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1906 LAMBRETTA, LD, 150 c.c. 2-tone finish, windshield	£20

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NEW models in stock.

FREE tax and insurance with second-hand motor cycles.

1955 ans.—Triumph Thunderbird, 1956 model 850cc, spring frame combination, exceptional.
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1955 Triumph 6T Thunderbird 650 twin, black/cream fitted fairing and many other extras, total cost £320, absolutely as new, £215.

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Terms and exchanges. [C1122]

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1954 Thunderbird with double-adult Blacknell on safety chassis; £149.

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1954 Triumph 6T 650cc, sprung hub; £119/10.

1954 Triumph 5T 500 twin, sprung hub, very clean; £109/10.

1951 Triumph 5T 500 twin, sprung hub; £89 10.

1952 Triumph 6T 650cc, sprung hub; £95.

1951 Triumph 5T 500 twin, child adult saloon on VC21 chassis; £129.

1950 Triumph 6T 650cc, sprung hub, Tudor saloon, full door; £95.

1948 Triumph 5T 500 twin, very sound; £49/10.

1939 Triumph; £16 cash.—44, Western Ave., East Acton, W.3. Shepherds Bush 5007. 3 mins. Acton Underground. [C1005]

ARCHER OF ALDERSHOT for Triumph, etc., spare and service.—Victoria Rd., Tel. 523. [0965/R]

ALLAN JEFFERIES for expert attention.—120, Baltaire Rd., Shipley 54271. [C1067/R]

THUNDERBIRD, 1958, panners, stands, lock, 1,500 miles, as new; £220.—137, Leeds Rd., Harrogate. [R495]

ERSKINE MOTOR CYCLES, main agents, most models and parts in stock.—Goldsworth Rd., Woking 4800. [0023/R]

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J. J. DOUBLE (MOTOR CYCLES), Ltd., 1958 Triumph agents; terms, spares, service, repairs.—809-811, High Rd., Goodmayes, Tel. Seven Kings 9755. [C1119/R]

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MUNDAYS, immediate delivery at the moment of T20 Tiger Cub, T110 and 6T Thunderbird; exchanges, terms.—124, Dalberg Rd., Brixton, S.W.8. Tel. 3365. [C1107/R]

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1903 VINCENT "Rapide" 1,000 Twin fairing, with Canterbury single saloon sidecar, brake	£300 10
1906 FRANCIS-BARNETT "Falcon" 197, legshields, dual seat, with Watsonian light weight tonner	£110 10
1906 B.S.A. A.10 "Golden Flash," 650 Twin, dual seat, screen etc., with Watsonian "Monarch" sidecar, brake wheel, matched colours. A sparkling outfit	£340 10
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1904 B.S.A. "R.31" 350 O.H.V., s/frame, completely overhauled. Legshields, mirrors, fairing, dual seat, with Watsonian light sports sidecar	£120 10
1905 ARIEL "V.H." 500 Hunsleyer Twin, screen, dual seat, with Buxton saloon sidecar	£100 10
1907 PANTHER "100" 600 O.H.V., s/arm rear, screen etc., with Canterbury "Venom" extra, with 2-seater saloon sidecar (1958) with brake wheel and disc. Virtually new	£360 10

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For the motorist who wants an exhilarating sports car performance, at low initial and running cost.

1907 BERKELEY Sports, 328 c.c. Excelsior Twin, 4-wheel independent suspension. Green finish £360 0 |

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1908 ISATTA "Plus", rear carrier, bumpers, winders dual spares, green finish, under 30 miles £300 0 |

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G **GEORGE CLARKE** has most for Triumph—278, Brixton Hill, S.W.2. Tel. 3211. [W1019]

R **ROWLAND SMITH'S**, the Triumph buyers—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

S **SMITH'S**, 26, Chalk Farm Rd., N.W.1. want Triumphs—Oul. 2767. [W1070/R]

P **PRIDE & CLARKE**—Biggest demand, highest prices.—156 Stockwell Rd., S.W.9. Tel. Brixton 5251. [W1060/R]

C **LAUDE RYE** urgently require all models; get our price first; H.P. accounts settled; we pay carriage.—891-921, Fulham Rd., S.W.6. Ken. 6174. [W1105/R]

T **O** obtain the best price, make sure you get our offer before you sell, good late models urgently wanted.—E.E. Motors, Ltd., 325, High Rd., W. [W1031]

W **E** pay £10 more for Triumph; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 28-30, Overham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1039]

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H **HARVEY'S**, 100% spares stockists.

H **HARVEY'S** stock Triumph spares down to the last nut and bolt; also Lucas, Amal, BTH, S.U.; spares by return c.o.d.; specialised repair service; Triumphs only.—47, South Lambeth Rd., S.W.8. Tel. 6661. [O114/R]

H **& L. MOTORS, Ltd.**, offer:—

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Q **U**OTATIONS and free lists with pleasure.

H **& L. MOTORS, Ltd.**, Stroud, Glos. [O495/R]

H **ARWOODS OF RICHMOND, Ltd.**—100% Triumph spares stockists; ¼ min. 8 in.—Ric. 2045. [S1060/R]

G **LANFIELD LAWRENCE**, Triumph spares stockists.—407, High Rd., N. Finchley, N.12. Fin. 0091. [S1044/R]

W **HITBY'S OF ACTON**—All Triumph, Lucas, Amal spares.—253, Acton Vale, London, W.3. She. 6795. [S1128/R]

S **A. COLES** for largest stocks post-war Triumph spares. c.o.d.—364, High Rd., E.10. Ley. 7171. [S1017/R]

J **IM ALVES** for 100% spares service, parts, by return. c.o.d.—97, High St., Street, Som. Tel. Street 355. [O251/R]

B **ILLY BRIGGS**—Lancashire's largest stockists.—By return c.o.d.—319, Chapel St., Salford, 5. Bla. 1554. [O450/R]

C **LAUDE RYE, Ltd.**, Triumph specialists—Comprehensive range, c.o.d.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R]

H **OW STREET GARAGE, Ltd.**—Triumph, B.T.E., S.U. spares; c'ter. c.o.d.—414, Hoe St., Wotow. E.17. Tel. Cop 1710. [O278]

E **LEANOR MOTORS**—Triumph spares, trade supplied, quotation cash or c.o.d. by return.—265-9, Mare St., Hackney, E.8. Amherst 5134/5923. [O516]

C **LAUDE RYE, Ltd.**—Large stocks of spares, including ex-W.D. models.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R]

G **ATEHOUSE MOTORS, Ltd.**—100% Triumph spares stockists; c.o.d.; immediate attention.—196, Archway Rd., Highgate, N.6. Fitzroy 1666. [S1055/R]

F **REEMAN, Ltd.**—100% Triumph spare stockists; c.o.d.; immediate delivery.—94, Hammersmith Bridge Rd., W.6. Tel. Riverside 2287. [O584/R]

P **ULLINS MOTOR CYCLES**—Largest Triumph spares stockists; c.o.d. service; open Sundays 9 to 12.—44, Lordship Lane, S.E.22. For. 2314. [O512/R]

M **OORES OF TOTTENHAM** for genuine Triumph spares, over the counter or c.o.d.—Tel. Tottenham 2440. [O157/R]

K **AYS OF EALING, Ltd.**, Triumph spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. [S1075/R]

L **IGHTFOOT MOTOR CYCLES** for Triumph spares and repairs; exchange parts service; a.e. lat.—163, High St., Pottery Bar, Middlesex. Pottery Bar 3129. [S1130/R]

P **UTNEY AUTOS**—Genuine spares for post-war models.—24hr c.o.d. service; tremendous range in stock.—263, Putney Bridge Rd., S.W.15. Putney 6897. [S1130/R]

E **LITE MOTORS (TOOTING), Ltd.**, 851-981, Garfield Lane, Tooting Broadway, S.W.17. Balham 1200. Vast range of Triumph spares. Call or send c.o.d. [S1169/R]

B **RACKPOOLS**—Triumph spares from stock; prompt c.o.d. service from London's largest stockists.—Tel. For. 3585. Call or write 228, Stanstead Rd., Forest Hill, S.E.23. [O502/R]

G **ODFREY'S Ltd.**, Triumph spares specialists; c.o.d. 9-5.25-234, London Rd., Croydon. Cro. 3641-3. 308, Great Portland St., W.1. Eam. 6630-2; and 418, Romford Rd. Forest Gate, E.7. Ora. 1234-5; 230, Barking Rd., East Ham. Ora 6069. [S1052/R]

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SOLE U.K. concessionaires for Contessa and Tomy Super scooters.—Industria (London), Ltd., 248 Holloway Rd., N.7. North 6331. [O214]

1956 Contessa, self-starter, many extras, guaranteed; £135; payments—Oldfield, 356, Kensington High St., W.14. Wem. 6631. [O405]

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VELOCITE, Ltd., Hall Green Works, York Rd., Hall Green, Birmingham, 28. Tel. Springfield 1145. [O170/R]

CONWAYS offer:—

1956 Velocette Venom 500cc sv arm model, 11,000 miles, only one careful owner, spotless condition; £159; h.p. terms and exchanges welcomed.

CONWAY MOTORS, 301-307, Goldhawk Rd., Shepherd's Bush W.12 (Sales). River 4872-3. [C1021]

ROWLAND SMITH'S for Velocette

ALL models supplied.

A **FREE tax and insurance** with second-hand motor cycles.

95 cms.—Velocette, 1954 349cc chv, swinging arm, excellent condition.

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G **ODFREY'S Ltd.**, all models, all depots; see display advertisement. [C1052/R]

H **UMPHREYS**—Velocette sales, spares and service; new machines in stock for immediate delivery.

H **UMPHREYS, Ltd.**, 122, Hampstead Rd., N.W.1. (Continuation Tottenham Court Rd.) Euston 3326. Close Thursday 1 p.m. [C1056/R]

S **EPTEMBER selection**—L. Stevens offer the following and of season bargains at end of season prices.

£17 10.—Choice of two 150cc LE, both need attention.

£42 10.—1948 MAC, runs well but not immaculate.

£47 10.—exceptional 1952 200cc LE, two tone finish, dual seat, modified oiling.

£55 10.—Clean sidecar geared, 1948 MSS latest pattern Velocette tele. forks and head lamp.

£107 10.—1954 springer MAC, taxed for year, quiet motor, another similar but 1955; £117/10.

£195 10.—A & for every mile covered, 1956 green MAC with only 195 miles on the clock! Need we say more.

W **ANTED**, 1955 and later LEs.

A **NY** of the above machines on h.p.

A **L**MOST any machine taken in part exchange.

N **EW Venoms, Vipers, MACs, LEs and Valentis** for immediate delivery.

L **STEVENSON, Ltd.**, 147-151, Goldhawk Rd., Shepherd's Bush, W.12. Tel. Shepherd's Bush 1154. [C1151]

A **H. TOOLEY**, Velocette specialists, Station Garage, Lee, S.E.12 (opposite Lee Station). Tel. Lee Green 2574. [O540/R]

W **HITBY'S**—Velocette enthusiasts; new and second-hand—273, Acton Vale, London, W.3. She. Bush 5355. [C1126/R]

L **ITTLEJOHN'S**, main dealer, machines, spares; terms, exchanges.—3, Rutland Rd., Greenford, Wuxlow 3255. [O536]

1956 LE, first-class condition, £100; 1955 LE, very clean, £85; terms and exchanges.—Geoff Dodkin, Prospect 8779. [C1009]

S **LOCOMBES OF NEASDEN!!!** for your new Velocette; terms and exchanges.—259-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

1952 LE192, not flashy, but trustworthy (now used daily by city gent); many useful modifications; £50 o.n.o.—Tel. Man. 3400, Bruce. [S502]

P **INKS OF HARROW** for your new Velocette; immediate delivery Venom, Valiant and LE; generous exchanges; easiest terms.

P **INKS OF HARROW** for used Velocettes; first-class machines, thoroughly works-checked; 3 months' guarantee.—Station Rd., Harrow, Tel. 0044. [C1099]

C **OMERFORDS** for Velocette; all models in stock for immediate delivery; 1,000 machines in stock.—Portsmouth Rd., Thames Ditton, Ems. 5531. [C1006]

R **APID MOTORS** for all models and spares.—289, Haydon Rd., Wimbledon, Cherrywood 3202; and 70, Godstone Rd., Whyteleafe, Surrey. Uplands 0695. [C1162/R]

VELOCETTE WANTED

R **ROWLAND SMITH'S**, the Velocette buyers—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

T **O** obtain the best price, make sure you get our offer before you sell, good late models urgently wanted.—E.E. Motors, Ltd., 325, High Rd., W. [W1031]

W **E** pay £20 more for Velocette; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 28-30, Overham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1039]

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LANBRETTE, 1954, 120 c.c. LD with pillion seat, rear carrier, windshield, spare wheel etc. Red and black	£109
VERPA, 1957, 130 c.c. Model Ultra, complete with windshield, carrier, spare wheel, front pannier bag	£109
VERPA, 1956 (Sept.), 130 c.c. Gran Sport, 4-speed gear. Low mileage, colour silver grey	£119
LANBRETTE, 1957, LD M. III with pillion seat, windshield, carrier, spare wheel. Choice of four	£120

LANBRETTE, 1956, 150 c.c. LDA Model, complete with windshield, rear carrier and spare wheel, etc.	£139
N.S.U., 1956, Primus, 150 c.c., 3-speed with windshield, carrier, spare wheel and electric starter. Red	£139
ZUNDAPP, 1956, Bella, 200 c.c., 4-speed, dual seat, windshield, carrier, electric starter. Red	£139
SUNDAPP, 1957, Bella, 200 c.c., 4-speed, dual seat, windshield, rear carrier, electric starter	£145
N.S.U., 1957, Primus, 150 c.c., 3-speed with pillion seat, windshield, carrier, electric starter	£145
SUNDAPP, 1957, Bella, 200 c.c., 4-speed with dual seat, windshield, carrier, etc. Colour black and grey	£145
HUKKE, 1957, 175 c.c. Tourist, 4-stroke with windshield, spare wheel and rear carrier. Low mileage	£149
DAYTON, 1957, Albion, 225 c.c., 4-speed with dual seat, windshield, carrier, etc. Colour black and grey	£149
DUNKOFF, 1956, Diana, 200 c.c., 4-speed, pillion seat, windshield, rear carrier and kickstarter	£150
T.W.H., 1957, Contessa, 200 c.c., 4-speed, dual seat, windshield, rear carrier and spare wheel	£160
MAICO, 1956, Model Malcombi, 197 c.c., 4-speed, with windshield, spare wheel. As new. Two-tone. Grey	£160
LANBRETTE, 1956, TV, 175 c.c., complete with rear carrier, spare wheel. Colour cream. Low mileage	£170
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HUMPHREYS for LE spares and service; c.o.d.—
182, Hampstead Rd., N.W.1. Euston 6536. Close
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C.O.D. 24 hours service, huge stocks of spares, all
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ledon, S.W.19. Cherrywood 3202-3. [81162/R]

O'NEILL BROS., Ltd.—Large stocks of spares, also
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GODFREY'S, Ltd., Velocete spares stockists; c.o.d.—
226-234, London Rd., Croydon. Cro. 5641. And
220, Barking Rd., E.6. Ora. 8088. [81052 H]

KAYS OF EALING, Ltd., Velocete spare parts
stockists. Trade supplied, quotations or c.o.d. by
return.—8-10, Bond St., Ealing, W.5. Eal. 2367.
[81075/R]

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Motor Co., Aston Rd., B'ham, 6. Aston Cross 4261.
[81100/R]

WEST END MOTORS, Ltd., for LE spares, trade
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171, High St., Fincham, S.E.15. Tel. Bal. 4231 and
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L. Stevens, Ltd., 147-151, Goldhawk Rd., Shep-
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1926 Coventry Eagle, 346 J.A.P., low mileage,
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den 3112. Meeten's for Villiers, Shannon Corner, New
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WATKINSON MOTORS, official stockists.—136,
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BRUCE LEWIN, Ltd., terrific stocks Villiers spares.—
17, Narborough Rd., Leicester. Tel. 5280. [0025/R]

YOUNG'S.—Villiers spares, prompt despatch.—20/32,
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[81134/H]

OLIVERS OF TOTENHAM for Villiers spares and
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[81033/R]

GLANFIELD LAWRENCE, Villiers spares stockists.—
407, High Rd., N. Finchley, N.13. Fin. 0091.
[81044/R]

RALPH PRICE, of Woolwich, for Villiers spares and
service.—77, Plumstead Rd., S.E.8. Wool. 3367.
[0172/R]

CLAUDE RYE, Ltd., Villiers specialists; compre-
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HOT STREET GARAGE, Ltd.—Villiers engine and
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St., Wotton, E.17. Tel. Cop. 1710. [0277]

GATEHOUSE MOTORS, Ltd., Villiers spares stockists;
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Highgate, N.6. Pitway 1666. [81065/R]

WHITBY'S OF ACTON.—All Villiers spares and
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[81105/R]

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[0585/R]

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[81075/R]

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Tra. 0869. [0256/R]

GODFREY'S, Ltd.—Villiers spares stockists.—226-234,
London Rd., W. Croydon. Cro. 5641-2; 308, Great
Portland St., W.1. Bus. 4632; 410, Romford Rd., Forest
Gate. Ora. 1254. [81052/R]

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JAMES, 1953, Autocycle, 65 c.c. 2-stroke, highmile, etc.	£119
JAMES, 1952, Comet, 98 c.c. 2-speed motor cycle, Choice of 3	£205
S.A., 1951, D1, 125 c.c. 3-speed hotchance, dual seat	£220
NORTON, 1948, Model 18, 350 c.c. O.H.V., teleforks, dual seat	£235
VELOCETE, 1946, L.E. 100 c.c. S.V. Watercooled Twin, Nice	£235
ARIEL, 1948, NE 350 c.c. O.H.V., teleforks, 4-sp. gear	£236
S.A., 1950, Quickly, 48 c.c. 2-speed motor, Others from	£236
TRIUMPH, 1948, ST, 350 c.c. O.H.V. Twin, teleforks. Cheap	£245
VELOCETE, 1952, LE 300 c.c. S.V., shaft drive, watercooled	£249
DOUGLAS, 1951, M. V. 350 c.c. Twin O.H.V., teleforks, dual seat	£249
S.A., 1947, R32, 350 c.c. O.H.V. Trials. No lights. Clean	£250
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TRIUMPH, 1954, Terrier, 150 c.c. O.H.V. 4-speed, teleforks	£250
ARIEL, 1952, V8, 600 c.c. S.V., 4-sp. specification, teleforks	£250
F. BARNETT, 1954, Falcon, 197 c.c. 2-stroke, s.v.m. spg.	£250

E. NEWFIELD, 1952, Bulbit, 350 c.c. O.H.V., s.v.m. spg., tele	£260
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EXCELSIOR, 1954, Tullman, 250 c.c. 2-stroke, s.v.m. spg.	£279
TRIUMPH, 1949, ST, 350 c.c. Twin O.H.V., teleforks, dual seat	£279
S.A., 1950, C110, 250 c.c. O.H.V. 4-speed, teleforks. Clean	£280
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TRIUMPH, 1956, Cub, 300 c.c. O.H.V., spg., 4-speed, dual seat	£280
STURDAPT, 1956, 2000, 200 c.c. sports, 2-stroke, s.v.m. spg.	£280
S.A., 1957, C12, 350 c.c. O.H.V., s.v.m. spg., carrier	£280
TRIUMPH, 1957, Cub, 300 c.c. O.H.V., 4-speed, s.v.m. spg.	£280
JAMES, 1957, Colonel, 225 c.c. 4-speed, s.v.m. spg.	£280
ARIEL, 1959, NR, 350 c.c. O.H.V., s.v.m. spg., dual seat	£280
TRIUMPH, 1954, ST, 350 c.c. O.H.V. Twin, spring hub, panna	£280
JAMES, 1957, Commodore, 250 c.c. s.v.m. spg., Choice of 3	£280
MATCHLESS, 1955, C31A, 350 c.c. O.H.V., s.v.m. spg., Others	£280
ARIEL, 1955, V8, 600 c.c. O.H.V., sports, fast slide, dual seat	£280
S.A., 1958, C12, 350 c.c. O.H.V., 4-speed, spg., panniers	£280
TRIUMPH, 1958, ST, 350 c.c. O.H.V. Twin, s.v.m. spg., Clean	£280
NORTON, 1953, 98, 300 c.c. O.H.V. Twin de Luxe Dominator	£280
S.A., 1956, A10, 650 c.c. O.H.V. Twin, s.v.m. full width hubs	£280
ARIEL, 1958, PH, 650 c.c. O.H.V. Twin, s.v.m., Avon Pair	£280
TRIUMPH, 1956, T100, 500 c.c. O.H.V. sports Twin, Q.D. wh.	£280
ARIEL, 1955, Bq, 4, 1,600 c.c. O.H.V., s.v.m. spg., low mileage	£280
NORTON, 1957, 98, 300 c.c. O.H.V. de Luxe, fairing. Low milea	£280
S.A., 1956, Gold Star, 500 c.c. O.H.V. Chalmers, rev. ctr.	£280
S.A., 1958, B33, 500 c.c. O.H.V., full width hubs. As new	£280
TRIUMPH, 1958, ST, 350 c.c. O.H.V. Twin, Q.D. rear wheel	£280
ARIEL, 1957, PH, 650 c.c. O.H.V. Twin, Avon Pair 1,600 mls	£280
MATCHLESS, 1958, 08, 500 c.c. O.H.V. Twin, s.v.m. spg.	£280
S.A., 1958, Shooting Star, 500 c.c. O.H.V. Sports Twin	£280
S.A., 1958, A10, 650 c.c. O.H.V., s.v.m. spg., As new	£280
TRIUMPH, 1957, T110, 500 c.c. O.H.V. sports Twin, Q.D. wh.	£280
NORTON, 1958, 98, 300 c.c. O.H.V. de Luxe. Low mile	£280
NINE TRIUMPH, 1958, T100, 500 c.c. O.H.V. sports Twin, s.v.m. spg.	£280
TRIUMPH, 1957, Inter, 500 c.c. O.H.V. Featherbed frame, full	£280
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S.A., 1950, A7, 500 c.c. O.H.V. Twin, spring frame, extras, fitted Watkinson single-seater Monarch on V021 chassis	£300
TRIUMPH, 1952, 97, 500 c.c. O.H.V. Twin, spring hub, telefo	£300
fitted Swallow Velocite chassis with dual seat mon body	£300
S.A., 1953, A10, 650 c.c. O.H.V. Twin, spg., black, with Swallow s.v.m. sports Jet 30, s.v.m. front, to match	£300
A.J.S., 1952, 195, 500 c.c. O.H.V., s.v.m. spg., fitted Wal- sonian chassis with new Surrey dual seat monalcid	£300
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GOODALLS.—1953 Royal Enfield Knight, springer; £35.
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1953 B.S.A. C11 springer, superb condition; £59/10.
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1949 Matchless 500, good child/adult saloon; £79/10.
1954 Ariel 500 twin, swinging arm, child/adult saloon sidecar, good; £159/10.
1949 Norton R53 500 springer; £45.
1949 50 B.S.A. A7 500 twin; £45.
1950 Douglas 350 springer twin; £45.
1950 Ariel 300 twin springer; £59/10.
1950 Ariel 500 springer, child/adult saloon on VCG1 chassis; £95.
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1957 TRIUMPH, 450 6T, 6,965 miles, s/arm, black and gold finish	£209
1957 B.S.A., 450 A10, enc. r/chain, one owner, immaculate	£209
1957 MATCHLESS, 600 G11, Avon fairing, AMC panniers, c/bars	£210
1957 MATCHLESS, 600 G11, Avon fairing, 2,400 miles, as new	£239
1957 B.S.A., 450 A10, d/seat, s/arm, panniers, beige finish	£189
1956 TRIUMPH, 200 T20, rear carrier, taxed year, d/seat	£96
1956 TRIUMPH, 500 ST, one owner, taxed, maroon finish	£174
1955 ENFIELD, 500 Bullet, s/arm, d/seat, Avon fairing	£132
1955 A.J.S., 350 16MS, two new tyres, crash bar, taxed	£148
1956 ARIEL, 350 NH, enc. r/chain, one owner, 7,050 miles	£186
1955 ARIEL, 350 NH, screen, legshields, panniers, taxed	£129
1956 ENFIELD, 500 Bullet, maroon, one owner, well maintained	£140
1957 PANTHER, 250 35 Twin, 4,000 miles, one owner, taxed	£152
1956 VELOCETTE, 200 Valiant, under 100 miles, as new	£149
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1956 JAMES, 150 Cadet, 6,000 miles, s/arm, d/seat, smart	£44
1956 NORTON, 350 Model 50, s/arm, d/seat, one owner, very smart	£149
1952 NORTON, 500 Model 18, and Swallow Comet s/car, immaculate	£129
1956 NORTON, 350 Model 50, s/arm, d/seat, one owner, very smart	£149
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1956	James 225, sv. arm: £95.
1956	B.S.A. 250: £105.
1952	Vincent 500 Comet: £99.
1953	Ariel 350, springer: £79.
1952	Royal Enfield 350: £48/10.
1948	Triumph 350 twin: £55.

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1954	A.J.S. 500 fitted s.s. saloon: £155.
1952	Norton Big Four, fitted d.s. sidecar: £85.
ONE-THIRD	deposit; h.p. over 12, 18 and 24 months.
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ASHBY'S OF STONEBRIDGE, Ltd., offer:-

FURTHER selection:-

1952	B.S.A. B518, 350cc springer, snip: £69/10.
1954	Triumph Speed Twin 500cc s/hub: £105, s/c
1954	Triumph Thunderbird 650cc twin, s/hub: £125.
1953	A.J.S. twin 500cc s/arm: £119/10.

COMBINATIONS.

1953	Panther 600cc model 100 & Leyton 2-door d.s. saloon, ideal family outfit: £129/10.
1952	B.S.A. twin 500cc springer and new Raven c.s. saloon, excellent: £129/10.
1952	Triumph 650cc twin, s/hub, and Albion saloon: £109/10; various s/cars and chassis, s/h in stock.
TERMS,	exchanges.

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ASHBY'S OF STONEBRIDGE, Ltd., 33, Hillside, Harrow Rd., Stonebridge, N.W.10, Elgar 4458 [C1074]

MITCHELL ERSKINE, Ltd. (Palmer Green), offer:-

1957	Matchless G5LS, s/a suspension, one owner, immaculate: £169.
1957	Douglas Dragonfly 350cc twin, s/a suspension as new: £125.
1956	Triumph Tiger 100, s/a suspension, in super condition: £189.
1956	Douglas Vespa, windscreen, as new: £79.
1956	Lambretta model 150LD, windscreen, carrier: £99.
1955	Bella 200cc, 4-speed, battery lighting, excellent condition: £99.
1950	Sunbeam 88, fitted with Avon fairing, spring frame, shaft drive: £85.

COMBINATIONS.

1957	Norton Model 77, s/a suspension, fitted with new Canterbury d/s Venon on spring chassis with wheel brake, whole outfit as new: £259.
1957	Ariel 600cc side valve model V8, s/a suspension, fitted with 1958 Canterbury Avenger 2-seater on spring chassis with wheel brake, one owner as new: £210.
1956	Norton 198, s/a suspension, fitted with Blackburn 2-seater on Safety chassis, excellent outfit: £179.
1954	B.S.A. Shooting Star springer with Garrard 890 de luxe, Mk. II chassis: £179.
LOW	or no deposit.

15, Green Lanes, Palmer Green, N.13. Bowes Park 5222 and 4976. [B511]

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1956	B.S.A. M21, spring frame, one owner: £135.
1955	Ariel 500cc VII s/arm, immaculate: £135.
1952	Ariel 500cc VII twin, sprung frame: £95.
1956	Ariel 350 NH, s/arm: £159/10.
1957	B.S.A. 250 C12, immaculate: £125.
1956	Triumph Terrier, many extras, immaculate: £28/10.
1958	Lamoretta LDB Mk. III, many extras, as new: £149/10; terms, exchanges.—26-28, London Rd., Kingston-on-Thames. Tel. Kingston 2243. [C1073]

REX JUDD.—1955 350cc B.S.A., nice condition throughout, carefully used: £125.

REX JUDD.—1954 650cc Triumph T110 with Avon fairing, very clean and smart: £149.

REX JUDD.—1957 150cc N.S.U. Prima, self starter model, windscreen, spare wheel, all the extras, one owner from new, very low mileage: £169.

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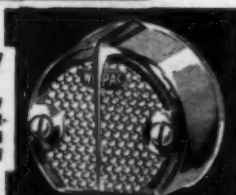
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1955	JAMES 150 c.c. Villiers, 3-speed, foot change, dual seat, 200 miles only. Absolutely as new in every respect. £90
1955	FRANCE BARRETT 150 c.c. Villiers, B/A, telescopic fork, handle bar screen, matching leg shields, scuffplate mileage. As brand new. £105
1955	AMBASSADOR 150 c.c. Villiers, 3-speed, foot change, dual seat, leg shields. A low mileage immaculate model, without fault. £90

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1955	SCOOTERS
1955	LAMBRETTA 150 c.c. LDB, carrier, spare wheel, Klugeflex screen, low mileage, red seat, grey. £110
1955	LAMBRETTA 150 c.c. LDB, carrier, slip-on bag, screen, driving mirror, blue and grey. £110
1955	PROWEX 100 c.c. carrier, demonstration model. £115
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We have a tremendous selection of used and new scooters all of which have been drastically cut in price; we have at least 50 outstanding bargains. terms, exchanges.—Brixton 6555 (C1128)

1955 Norton 198 600cc with c/a s/c, exceptional condition, bargain; £109/10; below.
1952 B.S.A. Star Twin and touring s/a, really good motor; £89/10; below.
1954 A.J.A. spring twin, Avon fairing, excellent condition; £129/10; below.
1954 Norton Dominator 68, very clean, recommended; £129/10; below.
1953 Triumph T100, twin-carburetors, immaculate condition, very fast; £109/10; below.
BANKS, 62-64, Grand Parade, N.4. 89a. Q367. (C1166)

PETER BROWN MOTORCYCLES, 6, Bromley Hill, Bromley, Kent. Ravensbourne 4812 and 4105.
1958 B.S.A. Gold Flash fitted swallow c/a on Velvet chassis, extras; £285.
1951 Matchless C9 with complete second motor. Sited Jet 80, all extras; £155.
1954 (Nov.) B.S.A. M21, fitted Avon saloon on VGC21, in superb order; £150.
1954 Triumph Tiger 100, s/arm, taxed, a fast solo in very good condition; £149.
1957 B.S.A. Golden Flash, finished in beige with matching F&G crash-bars and carrier, taxed year, immaculate; £245. (C1014)

D. J. SHEPHERD & Co. (ENFIELD), Ltd., 434-436, Hertford Rd., Enfield. Tel. Howard 1631, 2923.
350cc B.S.A. B31 with windscreen; £149.

1956 90cc Excelsior Consort; £37/10.
1957 150cc James Cadet, one owner; £85.
1957 350cc Ariel Red Hunter; £139/10.
1955 600cc Panther with c/a s/c; £178.
1954 90cc Norman autocycle; £25. (C1182)

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ARIEL, 1950, 500cc ohv, tele. s/port; £29.

PANTHER, 1950, 600cc ohv, tele. s/port; £39.

PANTHER, 1947, 600cc ohv, all on; £29.

ENFIELD, 1953, 350cc ohv, tele. s.; £45.

DMW, 1955-4, 197cc, springer d./lux; £30.

NORTON, 1949, 600cc ohv, tele. s.; £45.

EXCELSIOR, 1952, 250cc Tallisman twin; £39.

ENFIELD, 1954, 150cc tele springer; £39.

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1957 Lambretta 150, as new; £125.

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B.S.A., '47 (reg.), 500 c.c. M20, pillion seat	£19
B.S.A., '50, 125 c.c. Bantam with 1955 engine	£28
Fraser's, '50, 197 c.c., teles., s/arm, dual seat	£39
R. Enfield, '46, 350 c.c., teles., etc.	£29
James, '50, 197 c.c., teles., dual seat, etc.	£35
B.S.A., '46, B31, teles., dual seat	£38
A.J.S., '47, 350 c.c. 164, teles., panniers	£39
Douglas, '50, 350 c.c. Twin springer	£40
B.S.A., '46, 250 c.c. O.H.V., teles.	£40
B.S.A., '48, 500 c.c., teles., and s/a sports s/c	£39
Norman, '55, 197 c.c., teles., s/arm, dual seat	£39
Norton, '50, 500 c.c. E.S.2 sgr.	£49
Ariel, '52, 500 c.c., teles., springer, dual seat	£79
Ariel, '56, 200 c.c., teles., springer, dual seat	£85
B.S.A., '53, 350 c.c., teles., springer, etc.	£105
Matchless, '52, 500 c.c. Twin, s/arm	£109
Matchless, '54, 150 c.c., with many extras	£109
B.S.A., '53, 500 c.c. Twin, S. Star	£139
Velocette, '55, 500 c.c. M55, s/arm	£139
B.S.A., '54, 650 c.c. Golden Flash, s/arm, etc.	£139
Triumph, '54, 650 c.c. T110, s/arm, d/seat, etc.	£149
NSU, '56, 150 c.c. Prima Scooter, as new	£149
B.S.A., '53, 350 c.c. Gold Star, s/arm, rev. counter	£159
Lambretta, '54, 150 c.c., and Stein sidecar	£169
B.S.A., '53, 650 c.c. Twin and Avon sidecar	£169
A.C. Petite, '54, 350 c.c. 3-wheeler	£199
Coronet (New) 340 c.c. Fibre-glass Three-wheeler	£288

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Norton, '47 (reg.), 633 c.c. and D/A s/c	£28
B.S.A., '50, 125 c.c. Bantam Springer, etc.	£29
New Hudson, '55, 98 c.c. Autocycle, as new	£35
B.S.A., '51, 125 c.c. Bantam Springer, immaculate	£39
Heinkel, '57, 48 c.c. Moped, sprung frame	£39
B.S.A., '48, 250 c.c. O.H.V., teles., dual seat	£48
Excelsior, '52, 197 c.c. springer, good condition	£49
B.S.A., '49, 500 c.c. O.H.V. B33, powerful machine	£59
F. Barnett, '54, 600 c.c. and C/A s/c	£59
Ariel, '51, 350 c.c., teles., sgr.	£59
Ariel, '51, 350 c.c. spring frame, dual seat	£79
D.K.W. Hobbly, '55, 70 c.c. Scooter, excellent	£79
Terrat, '57, 125 c.c. de luxe scooter	£99
Ariel, '53, 500 c.c. Twin, teles., sgr.	£105
Velocette, '54, 350 c.c. MAC, s/arm, d/seat	£109
Vespa, '57, 125 c.c. de luxe scooter	£119
Vespa, '58, 125 c.c. Continental Scooter, extras	£119
Lambretta, '57, 150 c.c., self-starter model	£129
B.S.A., '54, 500 c.c. Twin, A7 model, s/arm, d/seat	£135
Triumph, '52, 650 c.c. Thunderbird and c/a s/c	£139
B.S.A., '54, 650 c.c. Golden Flash, s/arm	£145
Greeves, '58, 197 c.c. Fleecstar, s/arm, as new	£149
B.S.A., '57, 500 c.c. B.33, s/arm, etc.	£159
A.J.S., '56, 650 c.c. Twin, Model 30, immaculate	£159
Triumph, '54, 650 c.c. T110 and Stein sidecar	£199
B.S.A., '56, 500 c.c. Gold Star, Clubman trim	£289

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IMMEDIATE H.P., insurance and exchanges.—Eltham 6794. [C1008]

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£45—1952 Morris Minor saloon, tip top for the year.
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MERCURY MOTORS, Universe House 824-6, Harrow Rd., Wembley. Wembley 6058-9. [C1064]

DAWSON'S MOTORS OF BEDFORD, 51-53, Cauldwell St., Bedford, offer:—
1958 350cc B.M.W. Isotta, plus green, 600 miles only: £519.
1957 Heinkel 175cc Cabin Cruiser, blue, 12,000 miles: £315.
1957 197cc Bond, Mark D, hard top de luxe: £259.
1955 197cc Gordon, engine reconditioned, blue: £149.
All the above on our own hire purchase terms.—A. L. Bedford 3310. [C1180]

COMERFORDS—New Austin A35, Ford Popular, Heinkel, Messerschmitt, Daim, Reliant; m/c taken in exchange.—Portsmouth Rd., Thames Ditton, Surrey. Embrook 5531. [C1006]

A.C. PETITE

1957 A.C. Petite de luxe, 9,000 miles, one owner, as new: £298.—35, Honeybrook Rd., S.W.12. 19465

GODFREY'S Ltd., for A.C. Petite 3-wheelers at all depots, including Bushwood Corner, Leytonstone. E.11. See display advertisements. [C1052/R]

GEORGE CLARKE for A.C. Petite bargains: 1955, blue, £199/10; similar, grey, £219/10; magnificent 1957 model, £275/10; terms, exchanges.—Geo. Clarke Motors, Ltd., 275-9, High St., Acton, W.3. Acorn 4543. [C1016]

A.C. PETITE WANTED

GEORGE CLARKE pay most—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

PRIDE & CLARKE—Biggest demand, highest prices.—159, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1098/R]

CLAUDE RYE urgently require A.C. Petite; top prices paid; h.p. accounts settled.—599, Fulham Rd., S.W.6. R-yon 6174. [W1105/R]

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SLOCUMBER, Ltd., exchange your motor cycle or car with us for real after sales service.—Willenden 4869/5934. [C1103]

NEW Austins A35 and Metropolitan from stock, exceptional part exchange allowance on good late machines and 3-wheelers; lowest possible h.p. rates; you must get our quotation.—Comerfords, Portsmouth Rd., Thames Ditton, Embrook 5531. [C1006]

CONWAY MOTORS agents for all the new Austin range A35 and A35 vans etc. immediate or early delivery; on most models, exchanges welcome. 301-307 Goldhawk Rd., Shepherd's Bush, W.12 (Sole) River 4672-3. [C1061]

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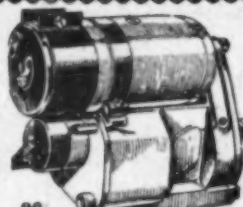
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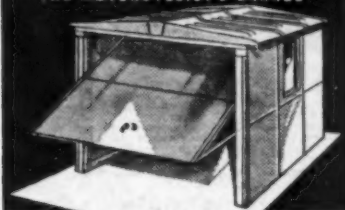
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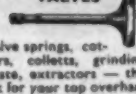
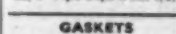
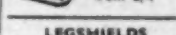
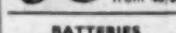
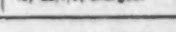
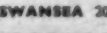
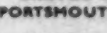
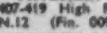
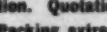
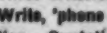
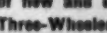
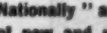
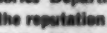
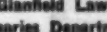
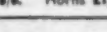
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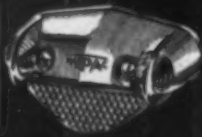
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[M1105/R]

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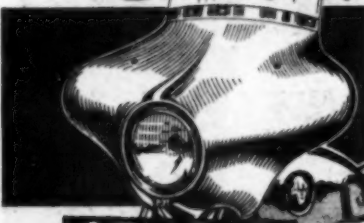
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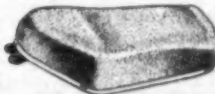
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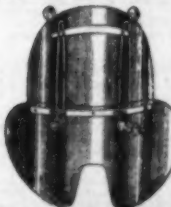
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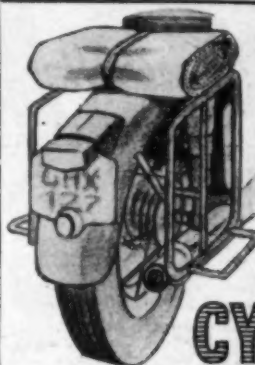
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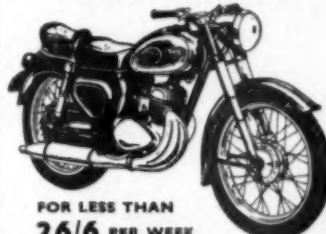
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SUNBEAM, '58, 500 R.T. 98 Twin, dual seat, nice cond.	£115 10
TANDON, '54, 197, s/nrm, teles, dual seat, taxed	£40 10
TANDON, '56, 197, 4 speeds, swinging arm, dual seat	£70 10
TRIUMPH, '54, 150 Tiger, s/nrm, dual seat, etc.	£110 10
TRIUMPH, '56, 150 Tiger, s/nrm, dual seat, nice cond.	£80 10
TRIUMPH, '56, 300 Cub, panniers	£80 10
TRIUMPH, '53, 500 Thunderbird, dual seat, attractive	£210 10
TRIUMPH, '53, 550 Thunderbird, dual seat, s/nrm	£210 10
TRIUMPH, '58, 250 Tiger 100, spring hub, dual seat	£110 10
TRIUMPH, '57, 250 Cub, s/nrm, dual seat, taxed	£125 10
TRIUMPH, '58, 650 Thunderbird, s/nrm, dual seat	£120 10
TRIUMPH, '56, 500 Twin, dual seat, s/nrm, clean	£175 10
T.W.N., '57, 197 Comet, self starter, screen	£100 10
VELOCETTE, '52, 150, pillion, screen, taxed	£40 10
VELOCETTE, '55, 150 Twin, screen, taxed	£80 10

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	Cash Price
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VELOCETTE, '57, Vijper, dual seat, superb machine	£180 10
ZUNDAPP, '56, 200 c.c., s/nrm, teles, dual seat	£105 10
ZUNDAPP, '57, 200 Pivot front forks, as new	£100 10

COMBINATIONS

ARIEL, '50, 500 O.H.V., teles, pillion, etc., Swallow coupe sidcar, economical outfit	£80 10
ARIEL, '52, 600 R.V., teles, dual seat, etc., 2-seater saloon sidcar, real dependable outfit	£90 10
ARIEL, '52, 600 R.V., springer, dual seat, 2-seater saloon sidcar, matching colours	£100 10
ARIEL, '55, 500 Twin, swinging arm, Avon Fairing, light saloon sidcar, attractive outfit	£100 10
B.S.A. '51, 500 Twin, springer, dual seat, Rankin 2-seater saloon sidcar	£100 10
B.S.A. '53, 600 R.V. M21, teles, Bital brand new Canterbury Avenger Mk. II	£140 10
ENFIELD, '48, 500 O.H.V., teles, pillion, 2-seater saloon sidcar, matching colours	£80 10
MATCHLESS, '50, 500, s/nrm, dual seat, etc., 2-seater saloon sidcar, low mileage, taxed	£100 10
NORTON, '49, 500 O.H.V., s/nrm, new Maxfield Swallow coupe sidcar, hood, etc., taxed	£75 10
NORTON, '50, 600 c.c. O.H.V., dual seat, screen, springer, Canterbury 2-seater, matching colours	£200 10
NORTON, '56, 600 M.H. 198, s/nrm, new Maxfield 2-seater saloon sidcar, taxed, perfect	£130 10
SUNBEAM, '50, 500 R.T. 98, s/nrm, dual seat, attractive 2-seater saloon sidcar, nice outfit	£110 10
TRIUMPH, '52, 500 Tiger 100, spring hub, dual seat, light saloon sidcar, taxed	£110 10
TRIUMPH, '52/3, 500 Twin, spring hub, dual seat, Volcanian Avon, matching colours	£140 10
TRIUMPH, '50, 600 Twin, dual seat, s/nrm, very smart, Garrard 800 in matching blue	£210 10
TRIUMPH, '56, 600 Twin, dual seat, screen, silver Canterbury 2-adult spg. chassis and brake	£200 10

SCOOTERS, MOPEDS, 5-WHEELERS AND CARS

BELLA, '55, 150, dual seat, screen, attractive	£100 10
BELLA, '56, 150, screen, carrier, panniers, taxed	£135 10
BELLA, '56, 200 c.c., screen, carrier, spare wheel	£140 10
BELLA, '57, 200, self starter, carrier, black	£120 10
BELLA, '58, 200, self starter, only 1,000 mls, super	£170 10
BINETTA, '56, 50 c.c., pannier bag, speedo	£57 10
BIRZ, '58, 50 c.c., taxed, only 1,200 miles	£60 10
BEKING, '58, 50 c.c., 2 spds., speedo, as new	£45 10
B.S.A. '57, handy, 1 owner, low mileage	£50 10
DAYTON, '57, 225 Albatross, really nice cond.	£120 10
DAYTON, '57, 250 Twin, s/nrm, only 1,000 mls	£170 10
DIANA, '57, self starter, many extra, taxed	£100 10
REINKEL, '58, 50 c.c. Feste, s/nrm, speedo, super	£40 10
KIEFF, '56, 200, self starter, screen, taxed	£125 10
LAMBERTA, '54, 125, screen, pillion, attractive	£70 10
LAMBERTA, '55, 100, spare wheel, carrier, screen, taxd.	£95 10
LAMBERTA, '56, 100, pillion, carrier, screen	£105 10
LAMBERTA, '56, 150, self starter, pillion, etc.	£100 10
LAMBERTA, '57, 125, screen, spare wheel, pillion, etc.	£110 10
LAMBERTA, '57, 125, screen, pillion, blue and grey	£120 10
LEOPARD, '57, 50 c.c. Bobly 6, s/nrm, dual seat	£40 10
MERCURY, '56, 50 c.c. Hermes, scooter, pillion, etc.	£50 10
MERCURY, '56/7, 48 c.c. Mercutio, 4 strokes, ex. cond.	£120 10
MARCOLETTA, '57, 250, screen, dual seat, ex. cond.	£170 10
N.S.U. '57, Quickly, 2 speeds, electric horn, taxed	£45 10
N.S.U. '58, 150 Frima, s/nrm, dual seat, etc., taxed	£125 10
N.S.U. '57, 150 Frima, screen, s/nrm, dual seat, etc.	£100 10
FEDERCO, '57, 150 c.c., screen, s/nrm, pillion	£125 10
PIATTE, '56/7, 125, spare wheel, screen, carrier	£80 10
PIATTE, '57, 125, screen, carrier, s/nrm, only 1,000 mls	£75 10
T.W.N., '57, 200 Costanza, screen, s/nrm, super	£100 10
VEPA, '52, 125 c.c., pillion, carrier, smart	£60 10
VEPA, '56, 125, pillion, carrier, screen	£80 10
VEPA, '56, 125, dual seat, spare wheel, etc.	£80 10
VEPA, '58, 150 Clubman, s/nrm, carrier, spotless	£100 10
VEPA, '56, 50 c.c. Recluse, s/nrm, screen, real super	£40 10
WABO, '57, 98 c.c. Villiers, speedo, pillion, taxed	£60 10
WABO, '57, 150 c.c., pillion, screen, taxed Dec.	£65 10
WELFARE, '57, 50 c.c. Combistroke, 2 spds., speedo, spr.	£45 10
WELFARE, '56, self starter, new Bantam sidcar	£200 10
GORDON, '58, 197 c.c., 4 speeds, 4-seater, taxed	£100 10
HEINKEL, '57, 175, moon, heater, s/nrm, wheel, etc.	£200 10
HEINKEL, '58, 250 Plus, 8/10 drive, moon, s/nrm	£210 10
HEINERSCHEMITT, '58, 175, blinkers, moon, attractive	£100 10
HEINERSCHEMITT, '58, 200 M.H. de L., 1 owner, as new	£215 10
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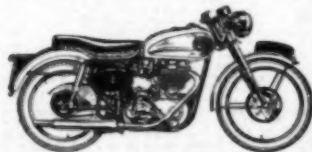
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'57 F-BARNETT 197 Flcn 74, s/f, d/s, mir.	£100 0
'53 ENFIELD 350 Blt, al. mtr, s/f, d/st	£80 0
'58 B.S.A. Rd Rckt, red & chr, prac. unused	£40 0
'55 B.S.A. B33, 500, s/f, s/a, Avon fairing	£145 0
'57 B.S.A. 350, G. St. Clubmans spec, 5 galaly tank, spdo, rev. cntr, 190 mm f. brake	£290 0
'56 TRIUMPH Tgr 100, Avon frg, v. clean	£170 0
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'58 ARIEL Huntmaster twin, black as new	£220 0
'57 NORTON 99, grey and chromium	£205 0
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'57 TRIUMPH 21, 350 c.c., fairing.....	£190 0
'56 F-BARNETT 197 c.c., s/a, as new.....	£90 0
'55 TRIUMPH Cub, dual seat, v. clean	£75 0
'56 VELOCETTE M.S.S., 500 c.c. As new	£165 0
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'54 A.J.S., 500, S/A, dual seat. Nice.....	£95 0
'53 A.J.S., 500 c.c. Twin, sound full equip.	£110 0
'55 EXCELSIOR 197 c.c., S/A, dual seat	£60 0
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'54 VELOCETTE 200 c.c. LE, screen.....	£45 0
'54 TRIUMPH Terrier, 150 c.c. maroon	£40 0
'53 EXCELSIOR 197 c.c., d/st., s/frame	£45 0
'52 MATCHLESS 500 c.c., S/A, d/seat	£70 0
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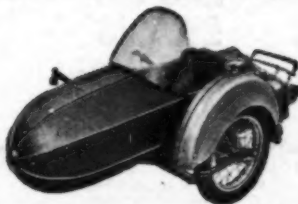
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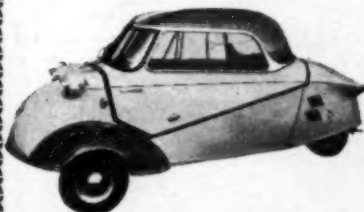
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'56 ENFIELD, 500 Bullec, Surrey C/A on VG21 chassis, brake	£150 0
'56 ARIEL, 1000 c.c. Mk. II, 4-port, Swllw C/A s/n. s/car, legshields, windshield	£240 0
'52 B.S.A., 600 S.V., full 2-str. saloon s/car on Blacknell safety chassis.....	£90 0
'49 B.S.A. Star Twin, S/F, Swallow s/n. sidecar, excellent condition	£120 0
'51 NORTON, 500 c.c. O.H.V., Swallow s/shine s/n. s/car, good paint & chrome	£90 0
'49 NORTON, 600 S.V., Swallow C/A sidecar, excellent condition	£80 0
'53 B.S.A. Star Tw., S/F, open Sports s/car, good tyres	£110 0
'51 SUNBEAM 57, Coupe s/car to match, mist green, excellent condition	£150 0
'58 TRIUMPH Trophy 650, Garrard G.P. sidecar, as new	£320 0
'53 A.J.S., 500 c.c., S/F, S/A, Garrard Super Sports s/car, safety chassis.....	£140 0
'54 TRIUMPH Tiger 100, Avon sports, on VG21	£150 0
'52 B.S.A. Flash, S/F, Wat. C/A s/n. s/car, legshields, A.A.-type screen, outstdg.	£115 0
'46 TRIUMPH Speed Tw., 2-str. s/n. s/car, legshields, A.A.-type screen, outstdg.	£115 0
'51 ENFIELD, 500 c.c. O.H.V., 2-str. Garrard saloon sidecar	£85 0
'55 ARIEL, 650 c.c. Twin, Scob sidecar	£225 0
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'57 HEINKEL Cabin Cruiser, coral red, excellent appearance and condition.....	£330
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'57 BOND 2-str. de Luxe, hardtop, British racing green	£250

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